

Latitude 38

VOLUME 297 MARCH 2002

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Directory of Grand Marina Tenants

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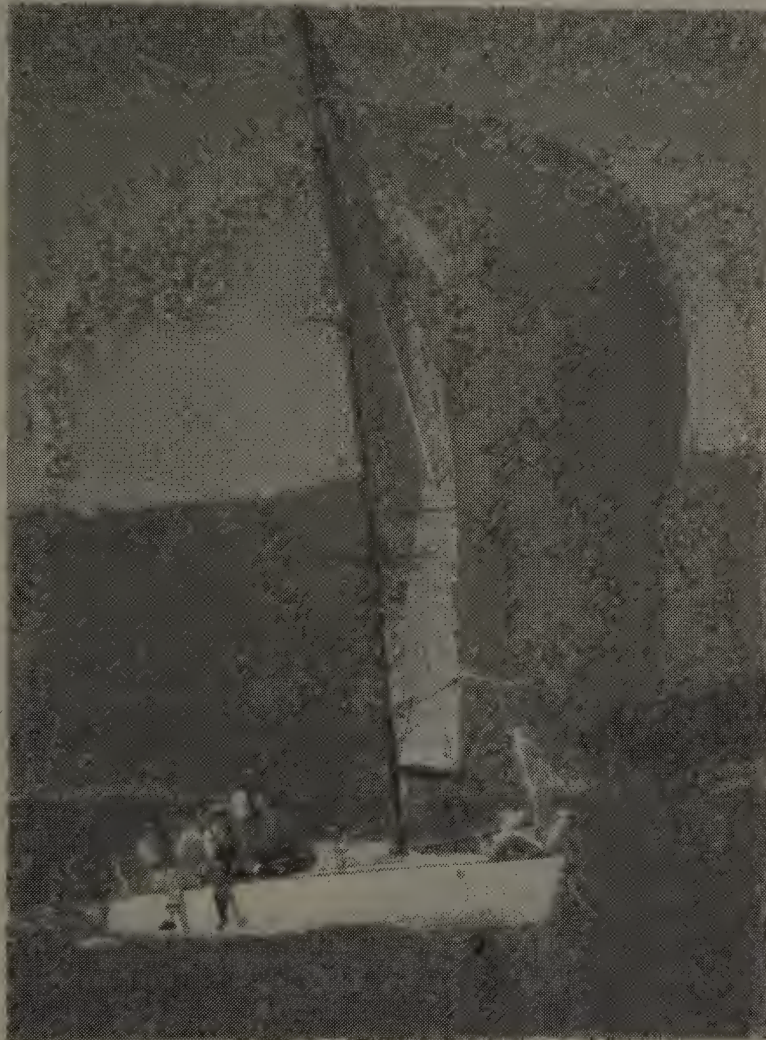
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www.grandmarina.com

A Note of Gratitude

PHOTO: RALPH DEEDS



*Frog in French**

We don't usually write about our own boat. But *Frog in French*, Express 27 hull #4, is now 21 years old. We have had great success racing her in and around San Francisco Bay, down the coast of California and in the mountain lakes of Colorado. This winter we shared the Berkeley Midwinters' race course with 24 other Express 27s. Although we won the series, that is not the important thing.

The Express 27 was designed by Carl Schumacher. In it he combined a shape, a structure and a personality that has made it possible for those of us who sail his boat to appreciate just how many things one boat can do. One has only to steer it to realize this is a very special boat. The Express 27 remains a success today and will for decades to come. It is one of many fine examples of the legacy Carl has given to the sailing world.

His untimely death last month means a great loss to the sailing community.

Carl, we thank you,

Kame and Sally Richards

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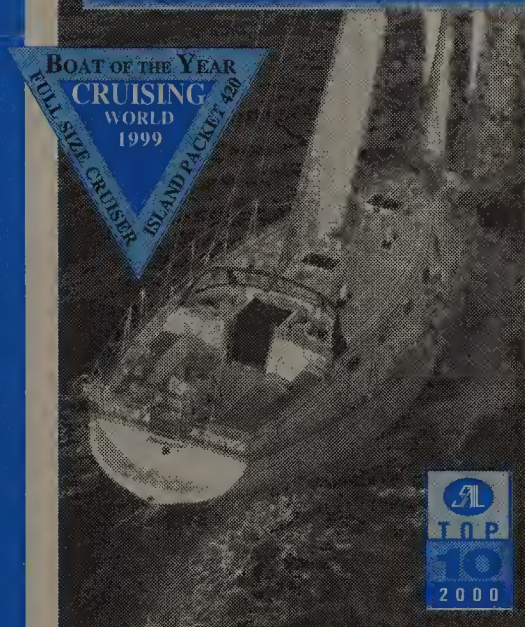
123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

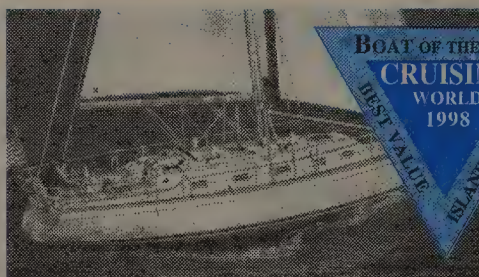
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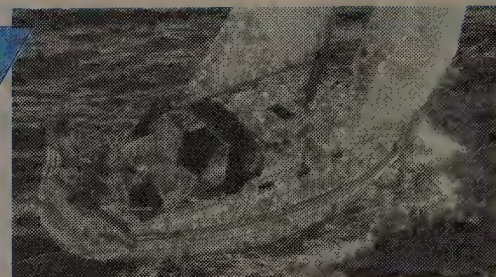
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Island Packet 420



Island Packet 380



Island Packet 350

Good enough does not exist at Island Packet. Every day, every detail of every boat they build is under constant scrutiny. The goal at Island Packet is to make every boat they build the best one they have every built. They want every owner to be totally delighted with their Island Packet even if that particular boat is on her third owner. Their commitment to excellence is truly unique. At most builders, a customer satisfaction index of 95% is great; at Island Packet a score of 95% means you missed the target by 5% and need to improve.

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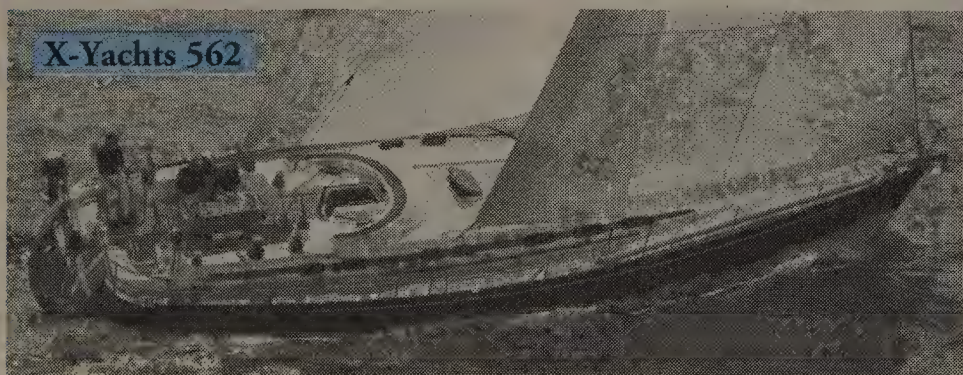


Wauquiez 40 Pilot Saloon

This unique yacht has superior craftsmanship, great sailing performance and surprising value. The huge liveaboard interior has everything from a separate shower and private owner's suite to panoramic views while dining.

48PS ~ 43PS ~ 40PS ~ 48C ~ 45C

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Beneteau • Dehler

Island Packet

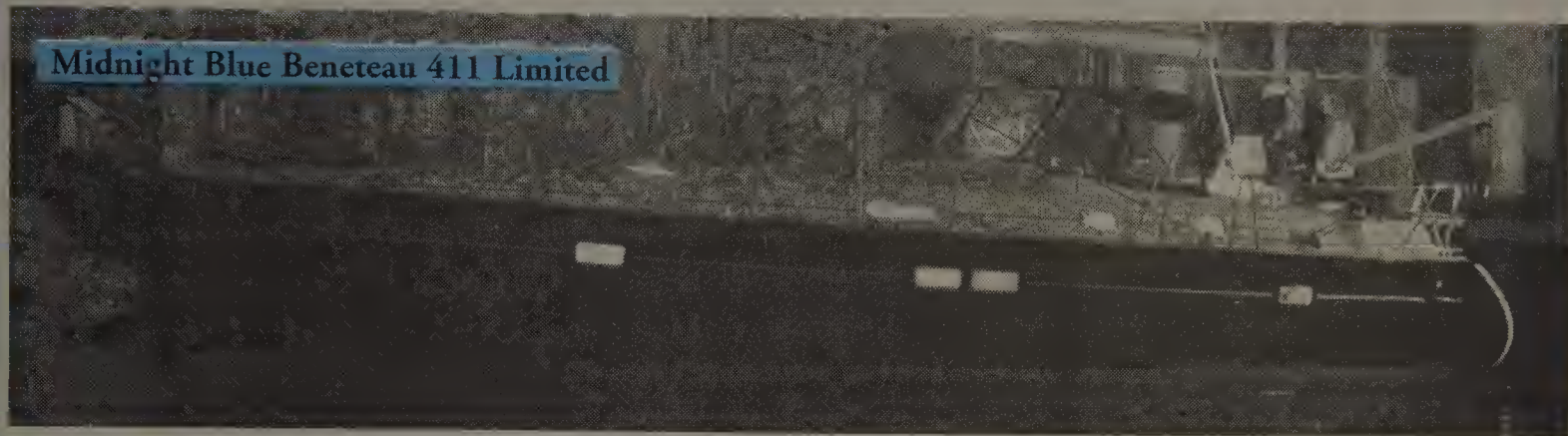
Wauquiez • X-Yachts

The Largest Selection of Sailboats on the West Coast

and Pacific SAIL EXPO April 17-21

Two New Cruisers from Beneteau

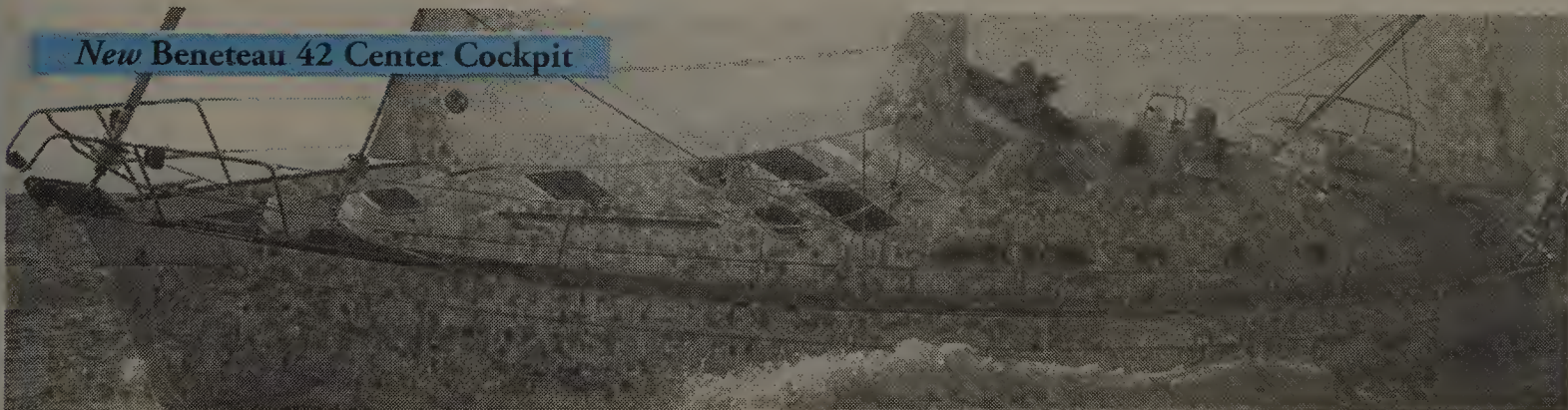
Midnight Blue Beneteau 411 Limited



Once in a Blue Moon a very special yacht comes along that totally captivates you. The Beneteau 411 Limited is an elegant yacht with more standard features and value than ever before on one of Beneteau's most successful models. Exclusive features include a midnight blue

hull, highly polished hatches and ports, electric windlass, upgraded Yanmar engine, upgraded winches, upgraded upholstery, inverter and much more. The 411 Limited is the prettiest and best value in a full sized cruiser available today. Arriving this month.

New Beneteau 42 Center Cockpit



The New TransOcean Express Beneteau 42 Center Cockpit is on its way. The first allotment of these swift Finot-designed cruisers for the U.S. has already sold out. This beautiful yacht is loaded with

unique features like a rigid windshield with fold-away dodger and available remote-controlled boarding platform. Order yours now before the unbelievably low introductory price is no longer available.

at our docks



Beneteau 473

at our docks



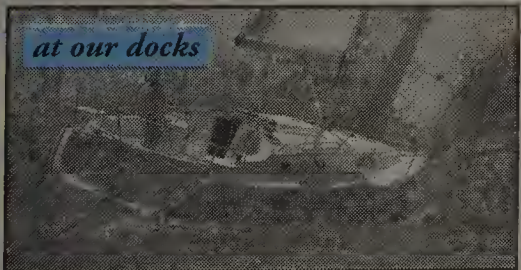
Beneteau 393

at our docks



Beneteau 361

at our docks



Beneteau 331 in stock

at our docks



Beneteau First 40.7

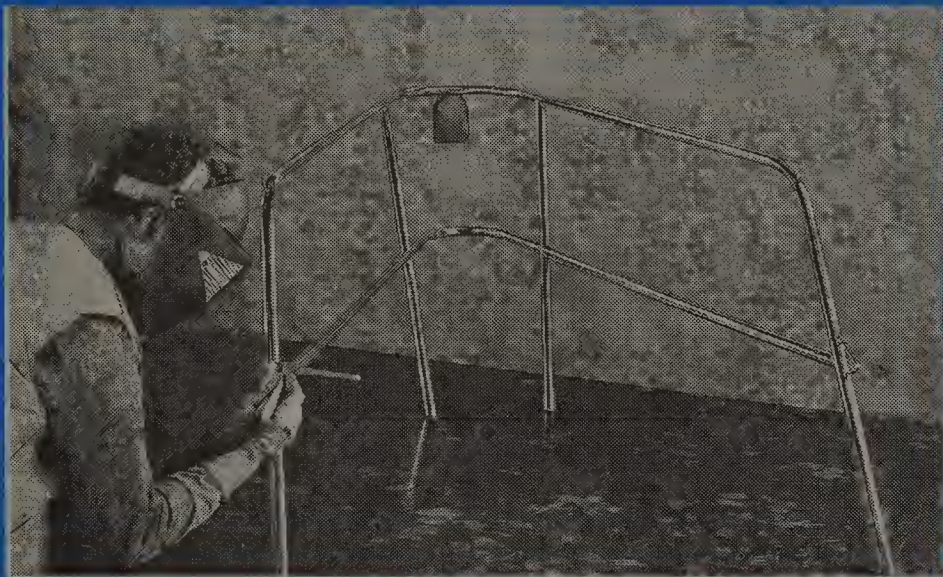
at our docks



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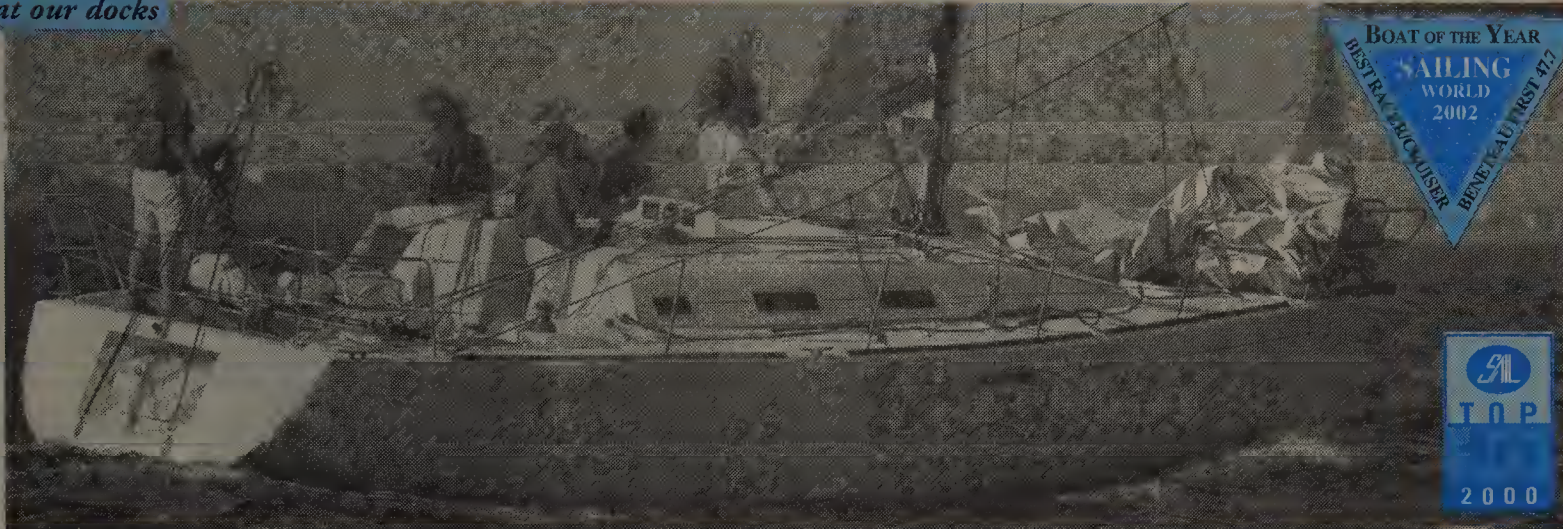
OPTIONS

Aft handrail, dodger cover,
sailing bimini.

Free Estimates and Delivery

Beneteau First 36.7 – Faster by Farr

at our docks



LOA 36.0 ft
LWL 30.3 ft

Beam 11.6 ft
Draft 7.2 ft

Displacement 11,552 lbs.
Ballast 4,037

Sail Area 665.9 ft. sq.
PHRF Estimated 72

Win Some. Lose Nothing.

The Farr Designed Beneteau First Series. Speed on the Course, Comfort on the Cruise.



A Thoroughbred Racer

Beneteau and Bruce Farr have combined their considerable talents once again to create this exciting new racer/cruiser. The new 36.7 draws upon the vast experience gained with the world beating First 40.7, which, with more than 500 boats sailing worldwide, have won more major offshore racing events than any 40-footer ever. The numerous clever design touches include a main saloon table that has a padded cover and can be lifted off so that you have a heavy crash bar to hang onto in a seaway and more room to repack spinnakers.




A Family Cruiser

The whole family can enjoy this elegantly appointed yacht. There are three cabins which are perfect for ocean racing or a summer cruise with the kids. The interior is beautiful, and unlike most one design classes, the 36.7 is fully equipped with everything you need to be comfortable from a full galley with refrigeration and hot pressurized water to halogen lighting and a battery charger.

Already a Winner

Sixty 36.7s have been ordered in the U.S. in the past four months with five coming to the Bay Area. With its incredible heritage, performance, quality and value, how can you lose?

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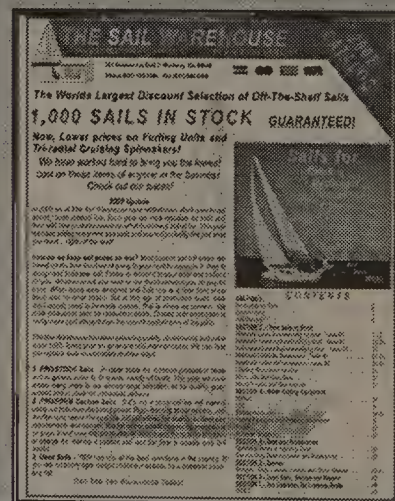
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38' PAN OCEANIC PH



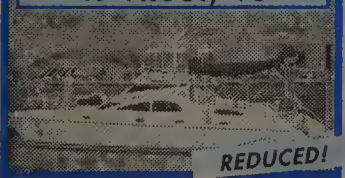
Seokindly Ted Brewer-designed pilothouse is strongly built for any sea. Pendragon has a new engine with only 12 hrs. \$79,500.

71' CUSTOM ALUM. CAT



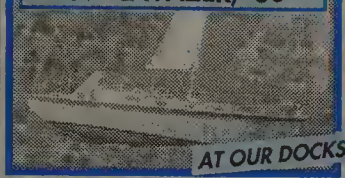
Canvasback is well known for her humanitarian medical mission. This well proven Pacific vet is now for sale. U.S. built. \$749,000.

45' PROUT, '96



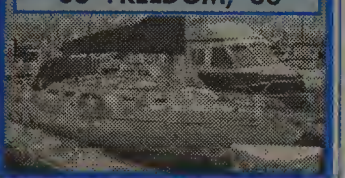
Well proven offshore cat. Family version with three staterooms and three heads. \$350,000.

39' CAVALIER, '80



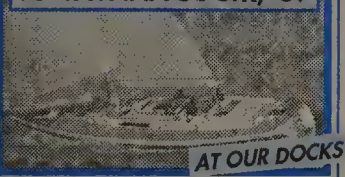
New Zealand-built cruiser well outfitted and ready to go again. \$80,000.

36' FREEDOM, '86



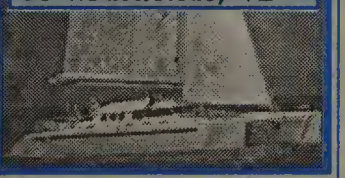
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34' ERICSON, '87	\$66,900	51' BENETEAU OCEANIS 510, '90	\$226,000
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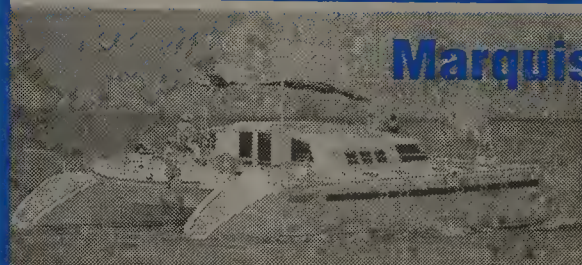
- Sail-cruising cats DON'T heel!
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Marquises 56

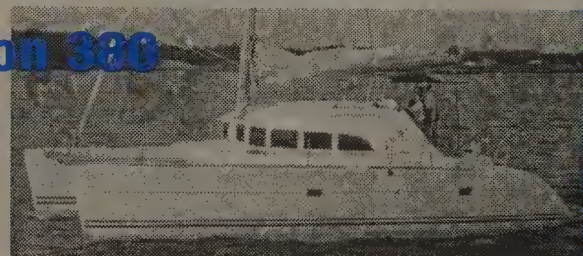


Lagoon 380

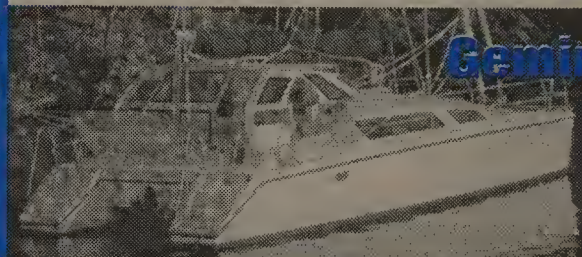
Also:

41' • 47'

57' • 67'



Gemini 105



Belize 43

Also:

38' • 40'

46' • 56'



Greenland 34 &

Maryland 27

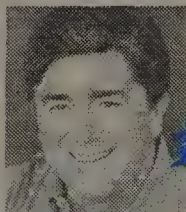


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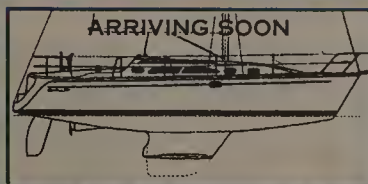
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ANGLER POWER BOATS



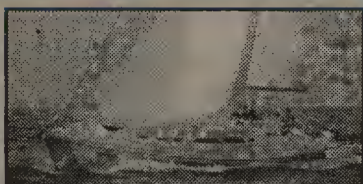
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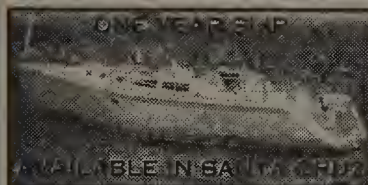
ALL 2001 IN STOCK ★ CLEARANCE PRICED ★ CALL FOR DETAILS



NEW CATALINA 350



CATALINA 380



CATALINA 42

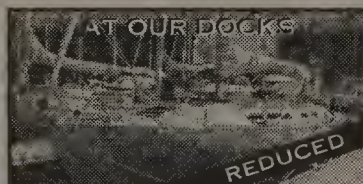


CATALINA 34 MK II

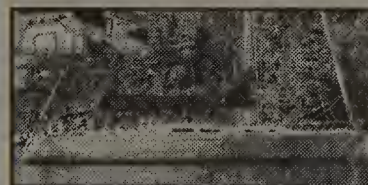
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CAL 27 MK III



40' CS, '87



SANTA CRUZ 52



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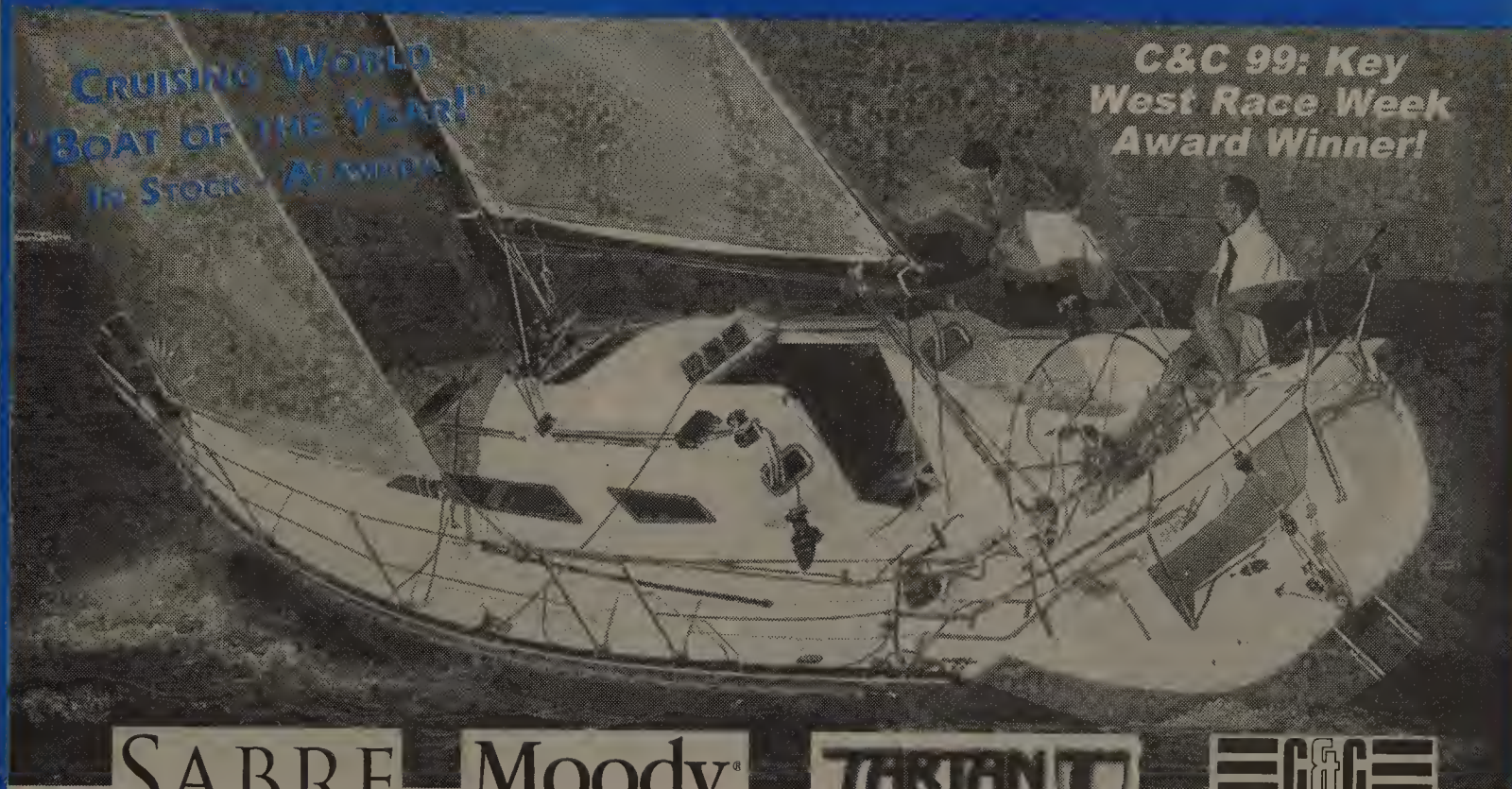
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IACC action on San Francisco Bay
Photo by Tom Zinn

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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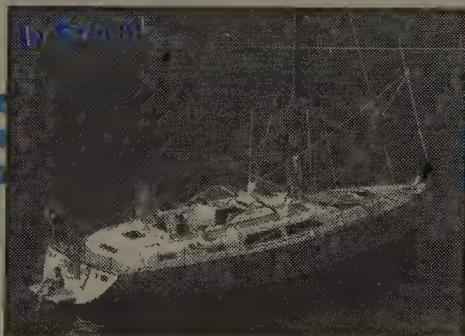


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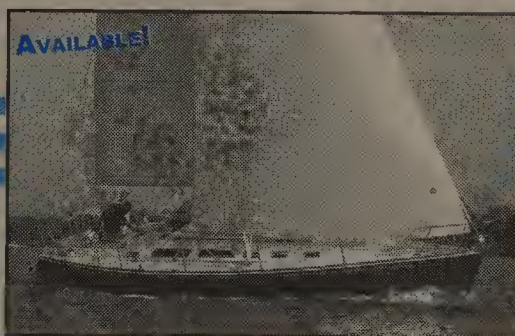


46 Pictured

MOODY

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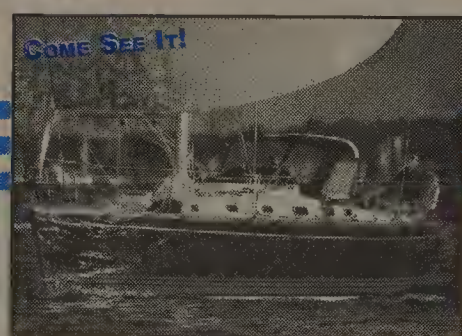


402 Pictured

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3700 Pictured

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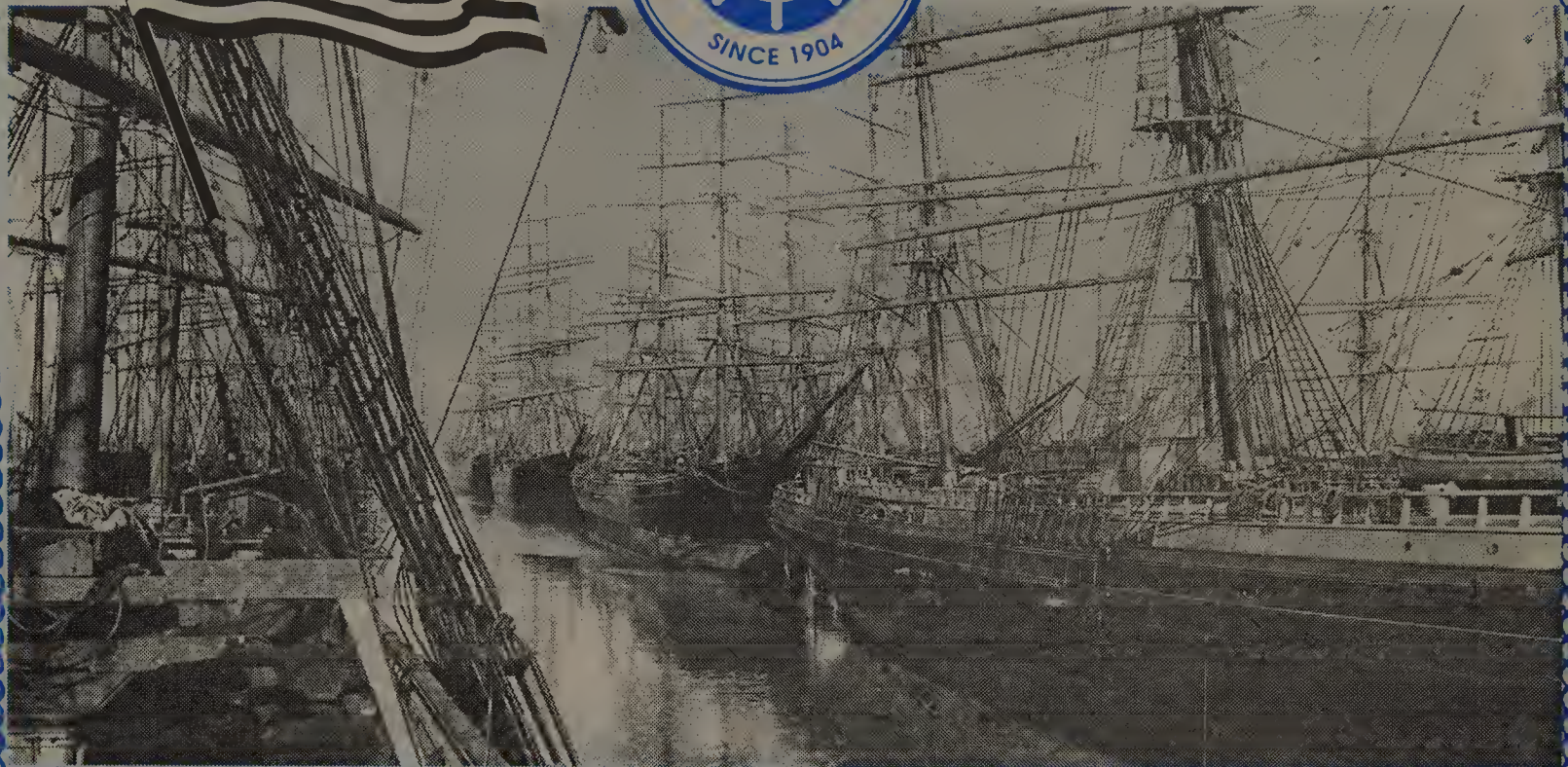
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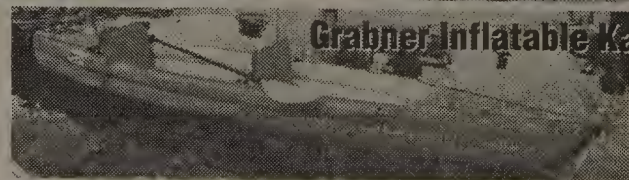
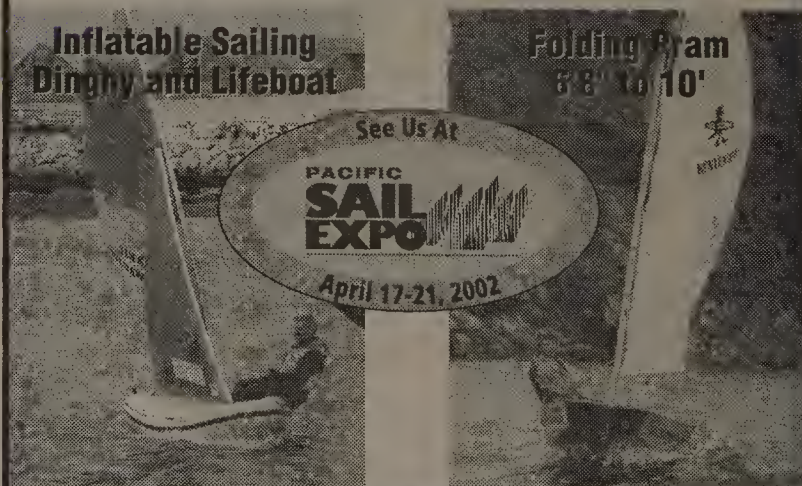
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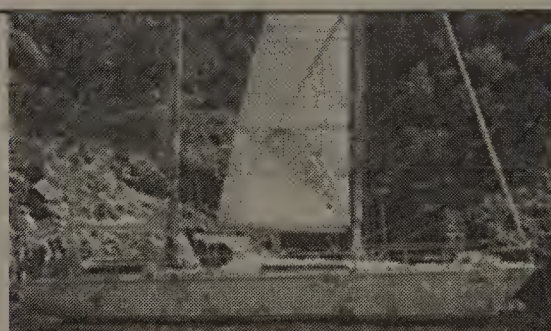
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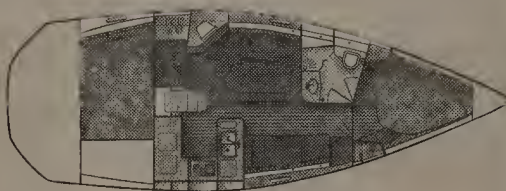
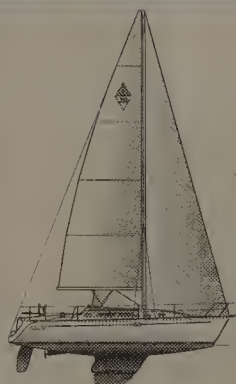


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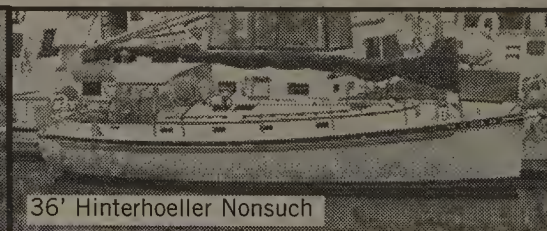
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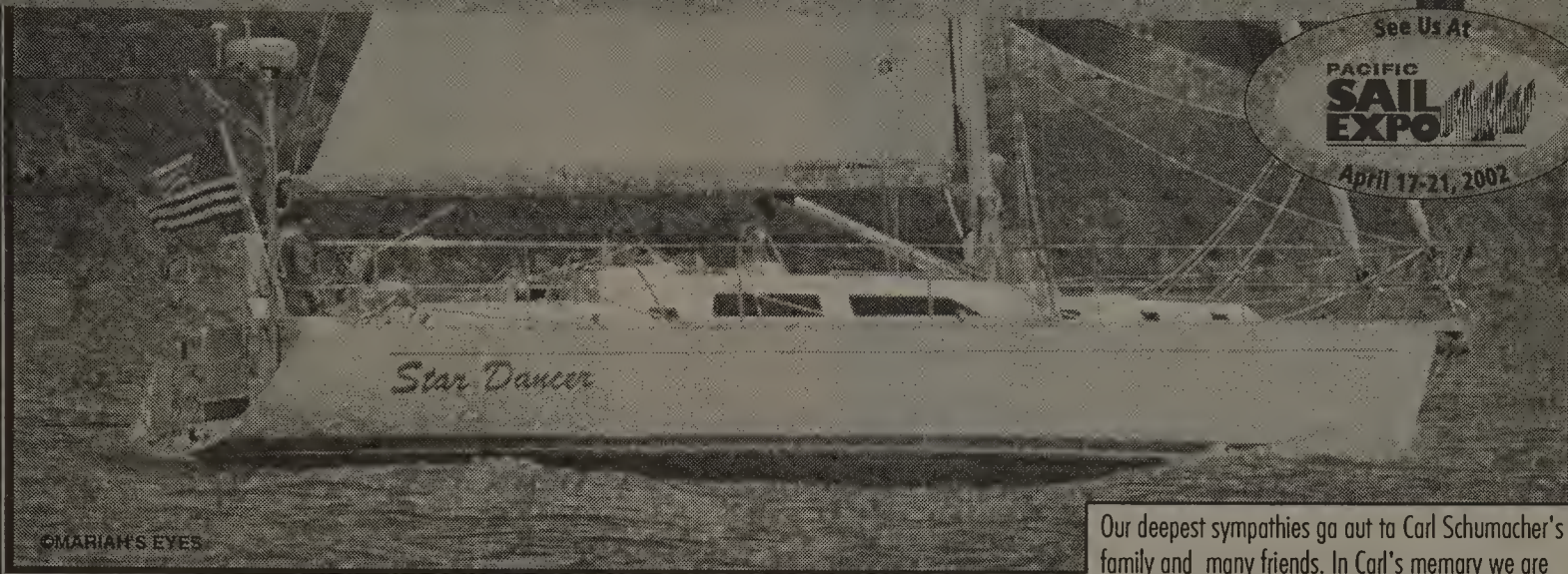
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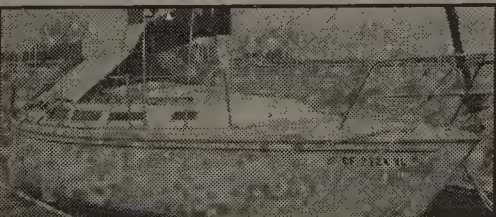
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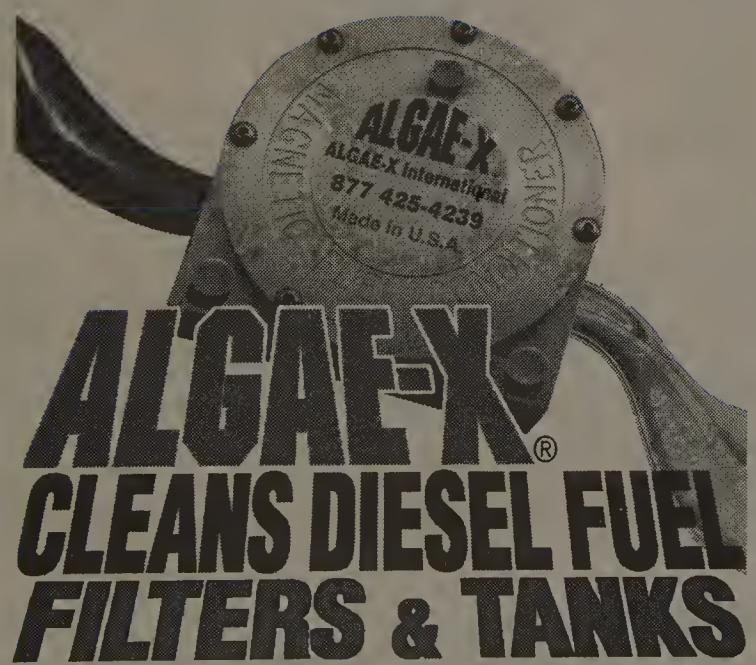
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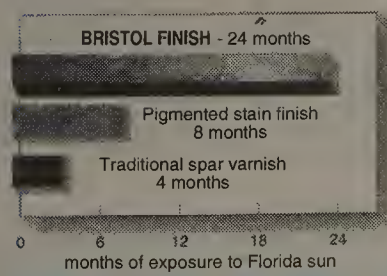
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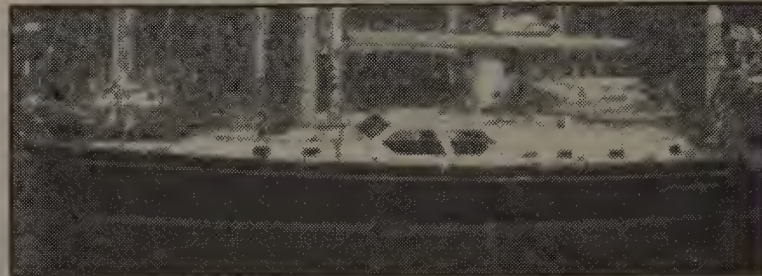
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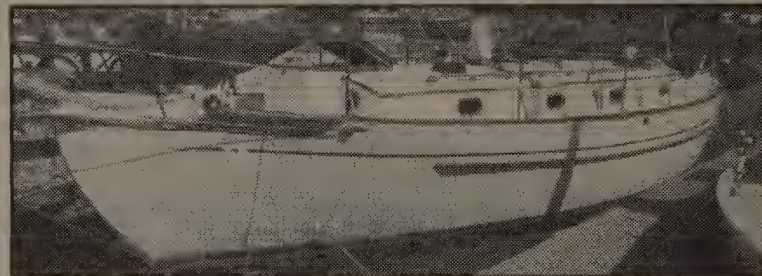
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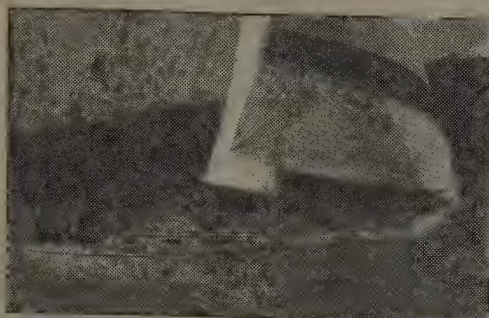
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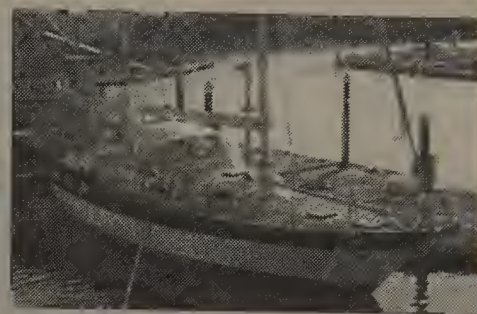
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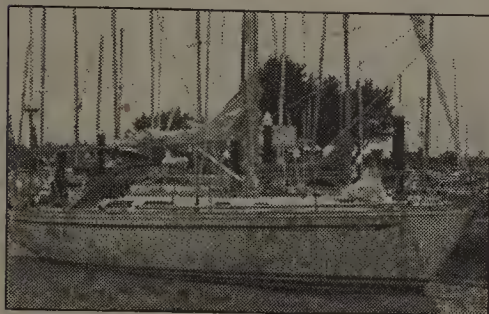
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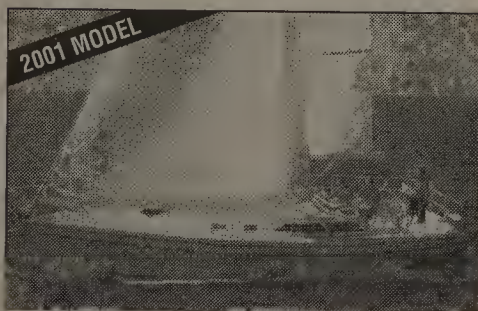
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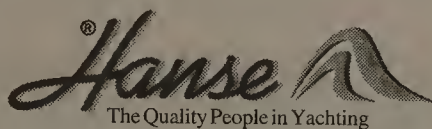
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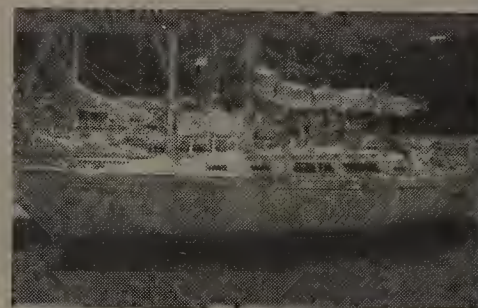
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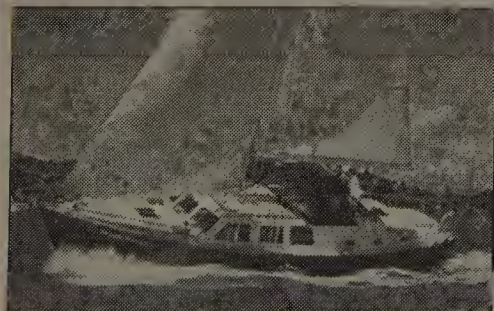
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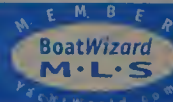


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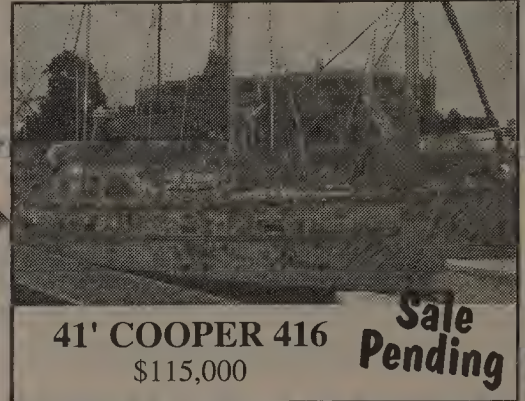
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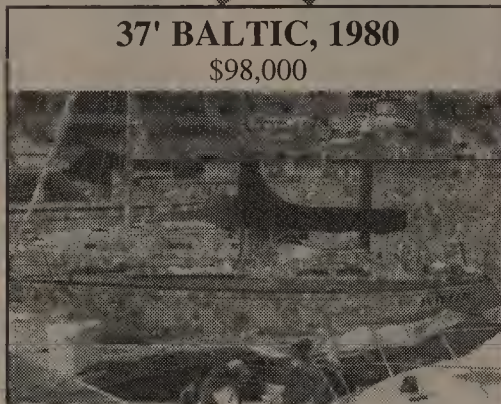
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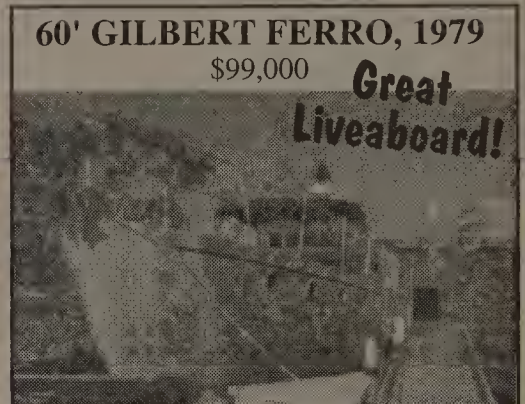
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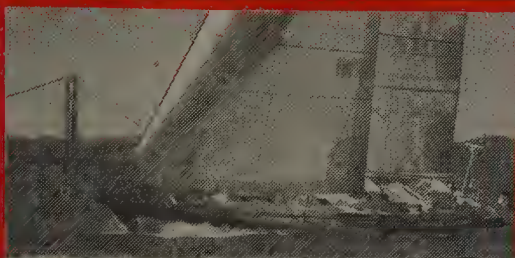
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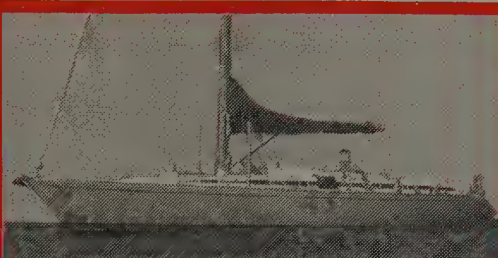


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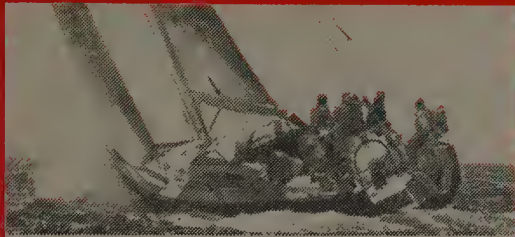
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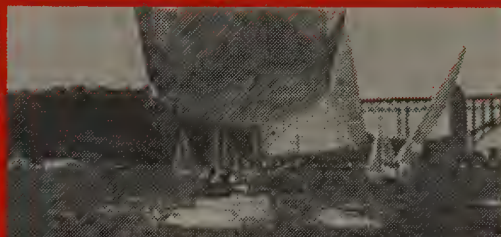
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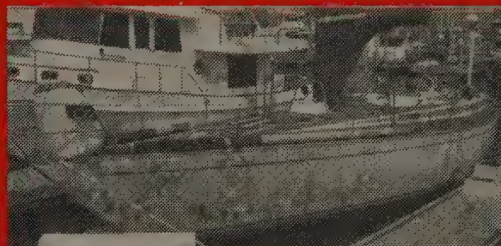
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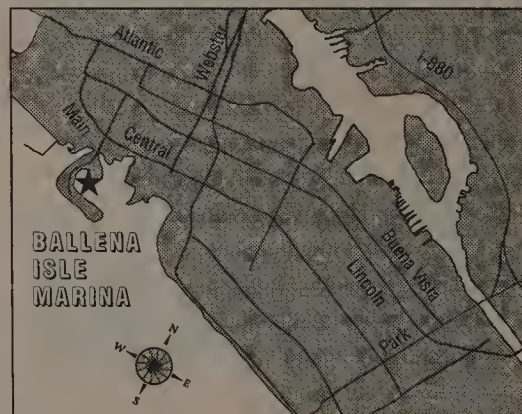
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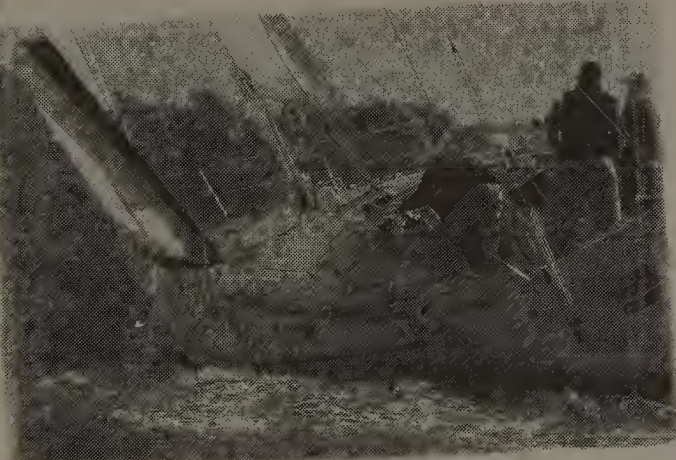
For inventory and new Bavaria deliveries, contact Carl Nelson, Dave Tomlinson or Steve Coghlan.

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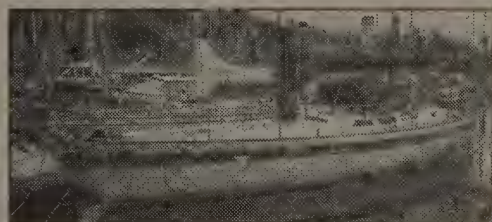
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Norseman 447CC, 1985
\$229,000



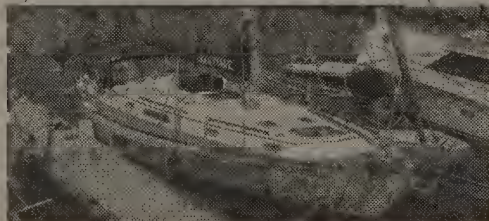
41' President Trawler, 1987
\$168,500



45' Passport, 1981
\$144,900



36' Freedom, 1986
\$95,000



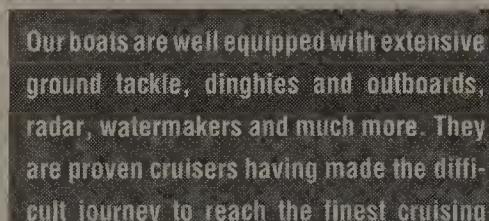
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38' Hans Christian, 1986
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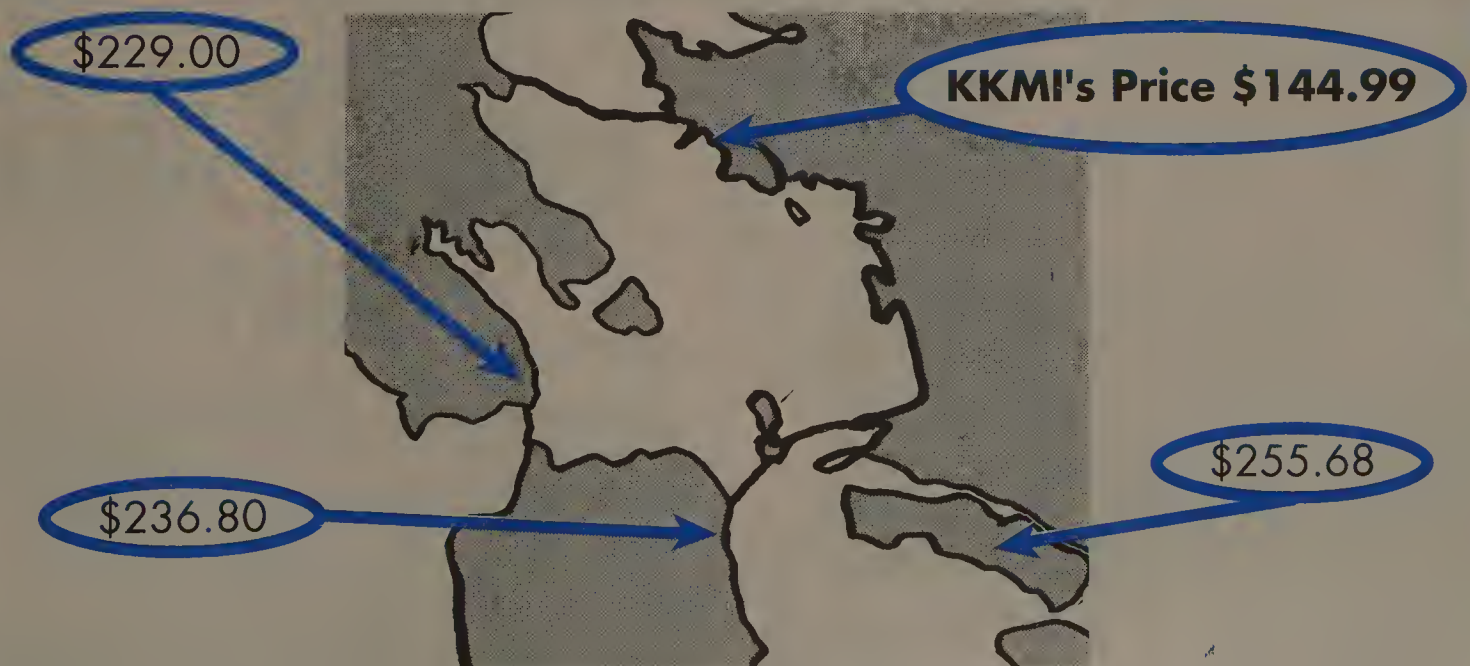
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There's no need for you to call various boat yards around the Bay comparing prices, we've done it for you. For example, one of the most popular brands of anti-fouling paint is PETTIT® Trinidad SR. Shown below are the prices local boat yards quoted for a gallon of paint.

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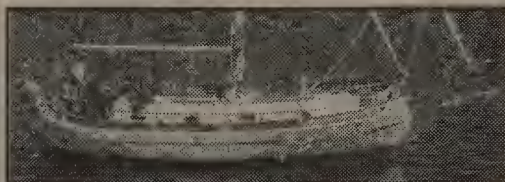


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Hans Christian 33'



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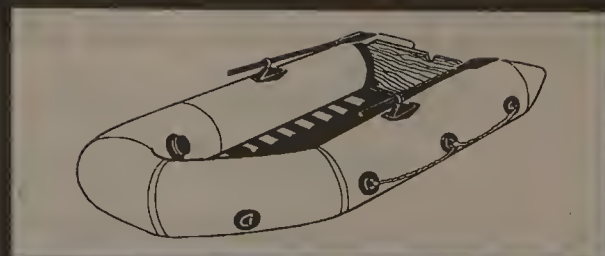
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Ref. Model 329575 Reg. 69.99
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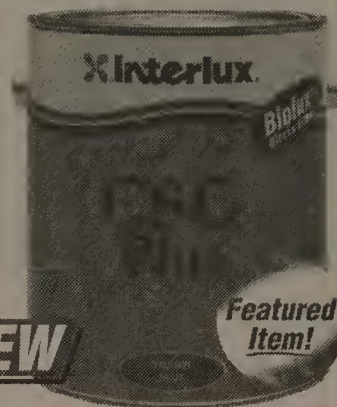
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3M

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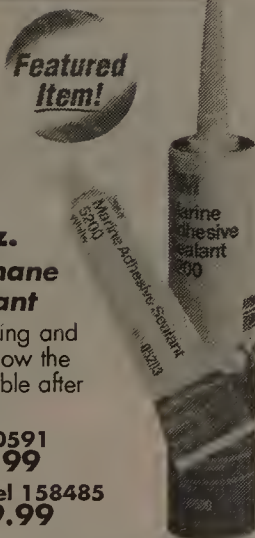
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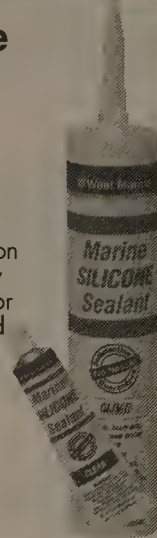
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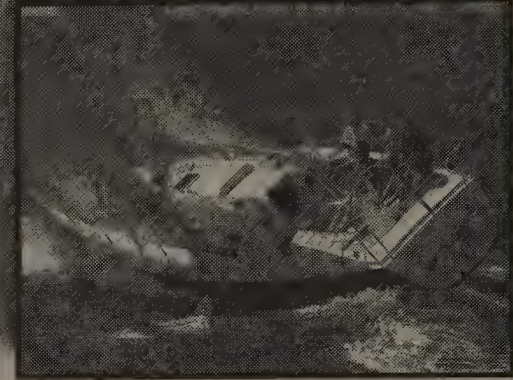
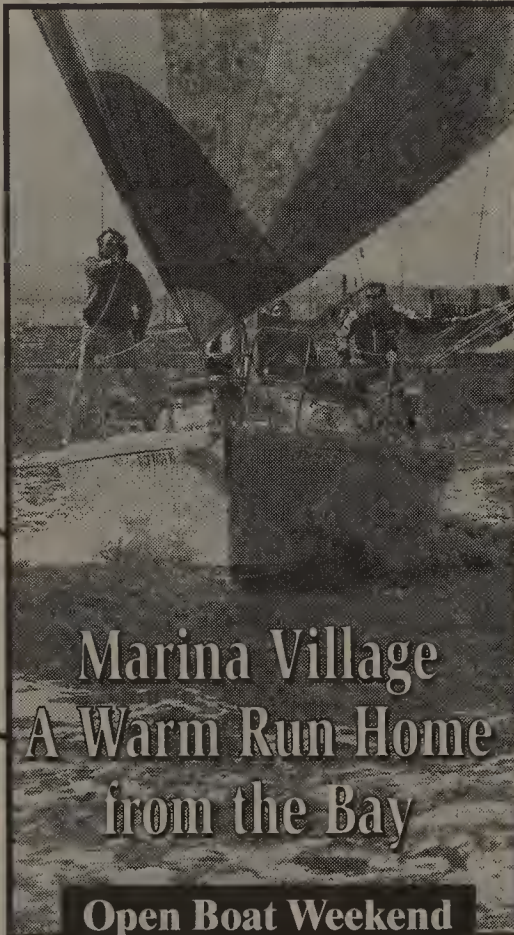
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Moody 42



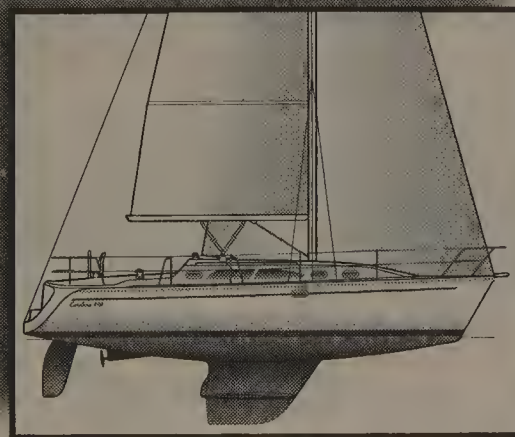
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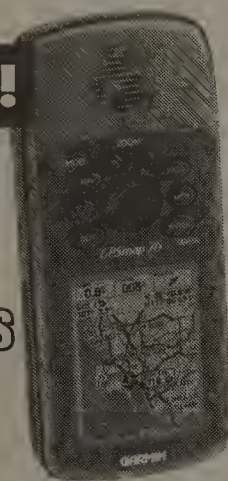
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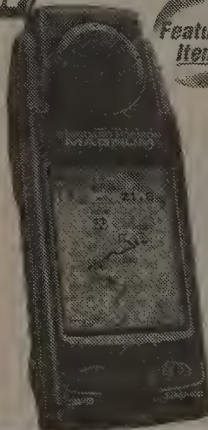
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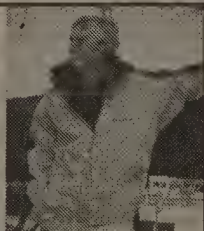
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**Breathable Explorer
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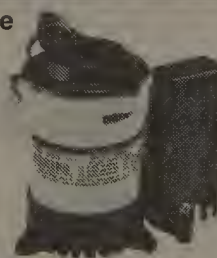
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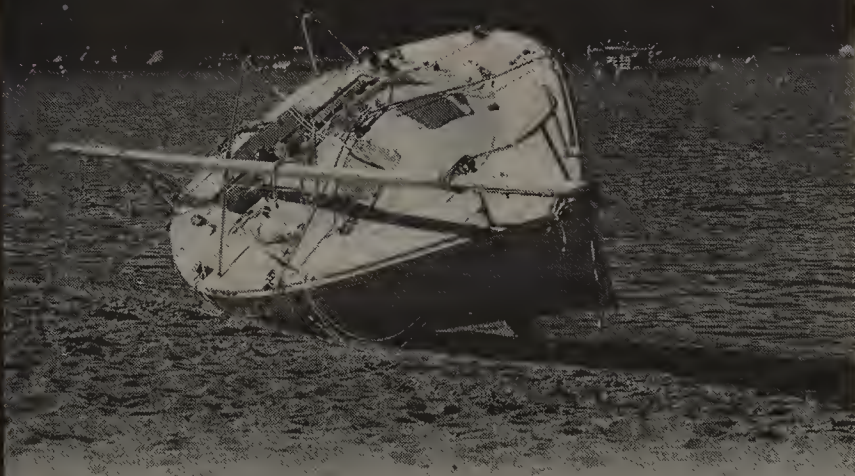
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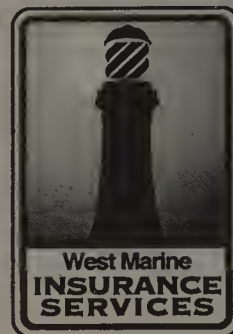


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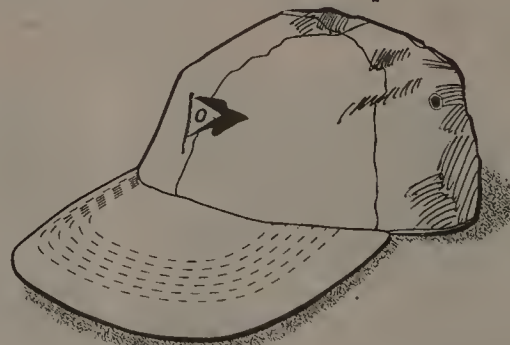
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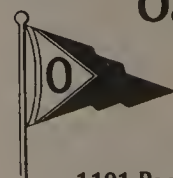
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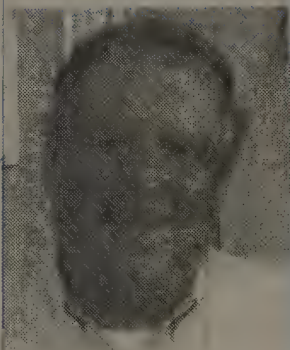
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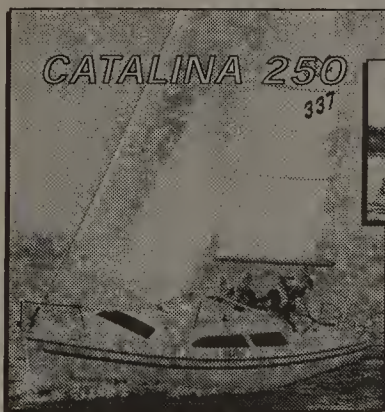
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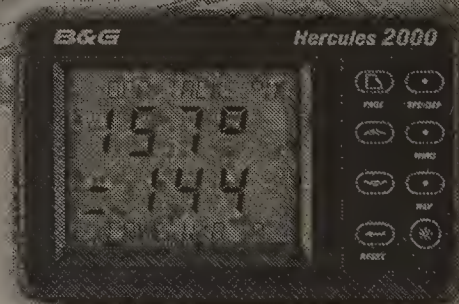
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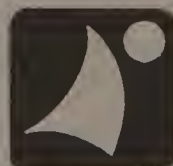
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CALENDAR

Nonrace

Mar. 2 — Sail-a-Small-Boat Day at Richmond YC, 11 a.m. to 4 p.m. The December SASBD was cancelled due to inclement weather, so this one will surely 'sell out'. SBRA, (510) 232-6310.

Mar. 2 — Alameda YC Open House for perspective new members, 2-4 p.m. "We are an affordable yacht club, come check us out!" Details, (510) 865-5668.

Mar. 3 — Free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m. For details, see www.cal-sailing.org.

Mar. 3 — Mariners' Sunday at St. Luke Presbyterian Church in San Rafael. An ecumenical service featuring the StFYC Sons of the Sea chorus singing traditional nautical hymns. Brunch available afterward at Loch Lomond YC. RSVP/info, 721-4273.

Mar. 3 — Club Nautique's annual open house and in-the-water charter boat show at their Sausalito facility. Free sailboat rides! Info, (800) 559-2582.

Mar. 9 — "Introduction to Piloting", a seminar by Gale Stockdale at Stockdale Marine Theatre (Sacramento). Registration is at 10:15 a.m.; \$5 in advance, \$7.50 at the door. Info, (916) 332-0775.

Mar. 10 — Club Nautique's annual open house and in-the-water charter boat show at their Coyote Point facility. Free sailboat rides! Info, (888) 693-7245.

Mar. 13 — SSS TransPac Seminar: "Sails and Rigging." Oakland YC; 7:30 p.m.; small donation requested. Rob Macfarlane, (510) 521-8393.

Mar. 13-17 — 28th Sacramento Boat Show at Cal Expo, with over 400 boats on display. Bob Gorman, (510) 834-1000.

Mar. 14 — Single Sailors Association monthly get-together, featuring members of the *Hawaiian Chieftain* crew. Oakland YC, 6:30 p.m. for cocktails, 7:30 p.m. for the meeting. Info, (510) 273-9763, or www.ssaonline.org.

Mar. 14 — "Cruising Alaska," a free slide show by Mike and Sue Proudfoot about sailing to Juneau. Encinal YC, 8 p.m., optional dinner served earlier. Info, (510) 522-3272.

Mar. 16 — Islander 36 Association Spring Meeting at San Francisco YC. Charles Hodgkins, (510) 865-9045.

Mar. 16 — YRA/US Sailing Race Management Seminar at Golden Gate YC, 8 a.m. to 3:30 p.m. Speakers include John Craig, Matt Jones, Tom Roberts, Bartz Schneider and Jeff Zarwell. \$30 fee covers continental breakfast, buffet lunch and all handout material. This course is one of the qualifications for local CRO certification. RSVP to YRA, 771-9500.

Mar. 16, 1992 — Ten Years After, from a *Racing Sheet* article titled "Russell Long, Speed Addict":

On Monday, March 16, after two excruciating weeks of waiting for the wind, conditions were finally right for Russell Long's latest assault on the world speed sailing records. "Half of success in life is just showing up," said Long, paraphrasing Woody Allen, in a March '91 *Latitude 38* interview — and, apparently, he was in the right place, at the right time, with the right boat.

The place was the 'French Trench', a man-made speed sailing ditch in St. Marie de la Mer, France. The time was 1:30 in the afternoon, and the wind was blowing 30 knots at 120° to the course. And, of course, the boat was his Ketterman trifoil *Longshot* — the same craft he sailed to the previous world speed record for sailboats in October, 1990, in Canada.

The result, timed over a 500-meter course set by officials of the Royal Yachting Association, was smashing — a new Class A record of 41.89 knots! To put that into perspective, that's like sticking your head out a car window going 48.2 miles an hour! It's also over 4 knots faster than Long's previ-

Yacht to the City

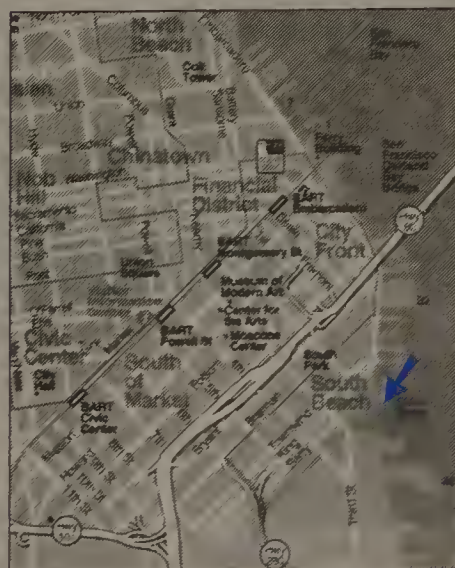
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ous world record of 37.08 knots, and starting to close in on the outright record of 44.66 knots set by French boardsailor Thierry Bielak at the same site last spring. (Boats and sailboards are considered separately in speed sailing.)

"The boat handled like a charm," said Long. "We were struggling for a couple of days in more moderate winds trying to surpass 37 knots, and then suddenly the mistral came on really strong without any warning whatsoever. The boat maintained a very consistent speed throughout the whole run, whereas previous runs had lulls which broke up the average even though our top speed seemed to be 43-44 knots. We fell short of breaking the outright record, but we're ecstatic anyway. No boat has ever gone as fast as this one."

Mar. 17 — Celebrate St. Patrick's Day.

Mar. 18 — John Gladstone is 50!

Mar. 19 — San Francisco Bay Oceanic Crew Group monthly meeting, featuring an as-yet unnamed guest speaker from the Marine Mammal Center talking about "The Changing Marine Environment." Fort Mason Center, room C-210, 7 p.m., free. Info, 456-0221.

Mar. 22 — "Escape to the South Pacific," a free slide show by Scott Hulber at Stockdale Marine Theatre (Sacramento), 7:30 p.m. Info, (916) 332-0775.

Mar. 23 — "Rules of the Road," a seminar by Gale Stockdale at Stockdale Marine (Sacramento), 10:15 a.m.; \$5 entry fee if preregistered; \$7.50 at the door. Info, (916) 332-0775.

Mar. 23 — Master Mariners' Spring Potluck at San Pablo YC (Richmond), featuring guest speaker Alison Healy of Sail San Francisco. John Tucker, 364-1656.

Mar. 24 — Carl Schumacher memorial service/celebration of life/sailboat parade at St. Francis YC, 1-3 p.m. Gaby Isaacson, 435-4887, or gaby1@pacbell.net.

Mar. 24 — Berkeley YC Annual Swap Meet and BBQ, the first marine flea market of the season. Info, (510) 234-9787.

Mar. 25 — "Coastal Navigation" classes begin at Yerba Buena Island, Building 2, third floor. Classes continue through mid-April on Monday and Thursday, 7:15-9:45 p.m. USCGA Point Bonita Flotilla, 399-3411.

Mar. 26 & 30 — "Introduction to Navigation with GPS," a course at the above location offered twice: at 7:30 p.m. on March 26, and repeated at 9 a.m. on March 30. USCGA Point Bonita Flotilla, 399-3411.

Mar. 28 — Full moon on a Thursday night.

Mar. 30 — Pacific Cup Seminar #2, 8 a.m. to 5:30 p.m. at Fort Mason Center. See www.pacificcup.org for details, or call Chuck Cunningham at (408) 781-0028.

Mar. 31 — Easter Sunday.

Apr. 7 — Daylight Savings Time begins. Hooray!

Apr. 11 — Latitude 38 Annual Crew List Party, this year at the Golden Gate YC, 6-9 p.m. The usual madness! For details, see the *Crew List* article elsewhere in this issue, or check out www.latitude38.com/crewlist/crew.html. If you still have questions, call us at 383-8200.

Apr. 13 — Encinal YC's Flea Market, 6:30 a.m. to 1 p.m. Info, (510) 532-7232.

Apr. 13 — 64th Annual South Bay Opening Day, sponsored by various South Bay yacht clubs in conjunction with the Port of Redwood City. The festivities commence at 11 a.m. Nearly 100 boats are expected to participate in the blessing of the fleet/decorated boat parade. Rick Dalton, (650) 280-4200.

Apr. 16-26, 1982 — It was Twenty Years Ago Today, from a *Sightings* piece called 'Buy a Boat, Get a Mink':

The San Francisco In-The-Water Boat Show, which will run April 16-26 at Alameda's Mariner Square, features the

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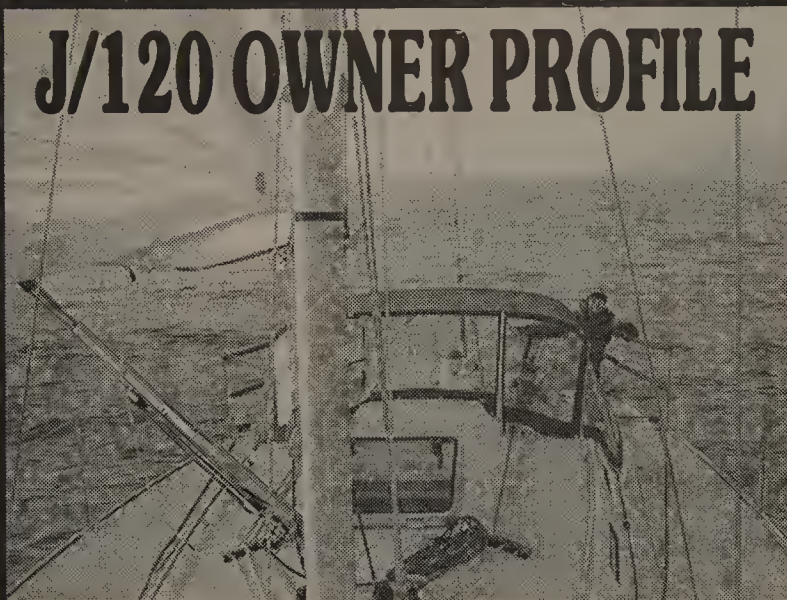
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J/120 OWNER PROFILE



Timo Bruck takes his J/120 Twist out for a spin.

Timo Bruck started sailing at an early age in Southern California with his parents. The family sailed together aboard their Catalina 27 and later an Islander 36. Timo's first boats were Sabots and Lasers.

With sailing firmly rooted in his blood it was natural for Timo to find himself regular crew in the J/105 fleet after his move to Northern California.

However, when he decided to buy a boat of his own, one of Timo's top priorities was liveaboard comfort. He wanted a San Francisco city escape pad from his hectic Silicon Valley lifestyle. The years racing a J/105 also inspired his desire for excellent sailing performance and the opportunity to race competitively. That combination naturally led him to the J/120.

Timo set the boat up for 'workaboard Fridays' with laptops and wireless communications allowing him and his friends to spend Fridays working aboard at various locations throughout the Bay. In addition, the growing J/120 one design fleet will provide an excellent opportunity for racing as the crew comes together over the year.

This was his first 'big' boat purchase ever, and Timo commended Art Ball and the Sail California crew for their help. They offered terrific care and attention to the myriad details and issues concerning the purchase, operation and maintenance of a new boat. All in all, the move from boat crew to boat owner has been a great experience and the boat has been the ideal fulfillment of a dream.

CALENDAR

latest boat-selling gimmick. Anyone who buys a Morgan 46 at the show will get a free mink coat! A great inducement to get the wife to go along, we suppose. Not only that, anyone who buys a Morgan 38 at the show receives a free trip to Hawaii. Such a deal!

Those not willing or able to make these purchases shouldn't feel shortchanged, however. Bruce Farr, the Kiwi yacht designer, will be the special guest of the show. He'll be there to introduce his new 48-foot *Sanguind*, a high-performance cruising sloop which will compete in the July 4th S.F. to Kauai race. Bay Area sailors will recognize Farr's local efforts: Larry Stewart's *Zamazaan*, Dean Treadway's overall TransPac winner *Sweet Okole*, and Greg Quilici's *Antipodiste*.

While New Zealander Farr will be here showing off one of his designs built here in the U.S. (San Diego), Oakland's Gary Mull will be at the show with one of his designs which is being built in New Zealand, the Mull New Zealand 45. Gary will also showcase the Korean-built Concept 44.

Besides Farr and Mull, boat show goers can shake the hand of Doug 'Hurricane' McNaughton, who's scheduled to be aboard his Express 27. For those who'd rather do it than talk about it, you can get a ride on one of Bill Lee's SC 50s. The free two-hour sails will take place in the evening, and you have to sign up beforehand.

Apr. 17-21 — Pacific Sail Expo at Jack London Square — the best sailboat show on the West Coast. Info, www.sail-america.com.

Racing

Mar. 1-3 — 22nd St. Maarten Heineken Regatta, the warm-up for Antigua. Read all about it at www.heinekenregatta.com.

Mar. 2-3 — Spring Keel Regatta for Melges 24s, Moore 24s, J/24s, Express 27s, and 11:Metres. StFYC, 563-6363.

Mar. 2-3 — Schock Memorial Regatta in Newport Beach. Unfortunately this will be the only Schock regatta this year, as October's SFYC-hosted Schock Invitational Regatta has been cancelled (though it should come back on a biennial basis beginning in 2003). NHYC, (949) 673-7730.

Mar. 3-9 — MEXORC, eight races in Puerto Vallarta's sunny Banderas Bay. This will be the first significant TransPac 52 skirmish, with four of these designs expected to compete. Frank Whitton, (619) 226-8033 and/or www.sdyc.org.

Mar. 6-10 — 61st Acura SORC off Miami Beach. Bay Area entries include *Morning Glory* (Farr 40, Hasso Plattner), *Non Sequitur* (Farr 40, Watts/Thayer) and *Masquerade* (J/105, Tom Coates). Doubles as the 2002 Farr 40 Nationals. Info, (877) 520-2508 or www.acurasorc.com.

Mar. 9 — Kurt Zane Regatta, part two. A non-spinny regatta for Catalina 30s and 34s. South Beach YC, 495-2295.

Mar. 9 — Volvo Race, Leg V: 4,450 hot and sticky miles from Rio de Janeiro to Miami. Follow the action at www.volvooceanrace.org.

Mar. 9-10 — Richmond YC's 20th Big Daddy Regatta, celebrating two decades of 'serious fun'. This year's theme is Spring Break, featuring steel drums, exotic palm trees, the Jagermeister Girls and more. Sunday's pursuit race will be a brand new course, and the day's scoring will somehow incorporate 'party bonus points' earned from Saturday's revelry. RYC, (510) 237-2821, or Gary Clifford, 472-7133.

Mar. 9-10 — Spring Dinghy Regatta for 505s, I-14s, Lasers, Finns, Europes, and Vanguard 15s. StFYC, 563-6363.

Mar. 14-17 — Banderas Bay Cruiser's Regatta, a low-key event hosted by Paradise Village Marina (Puerto Vallarta). See www.banderasbayregatta.com for details.

Mar. 15-17 — San Diego NOOD Regatta. SDYC, (619) 758-

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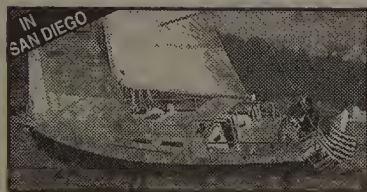
J/44, Marilyn, 1991

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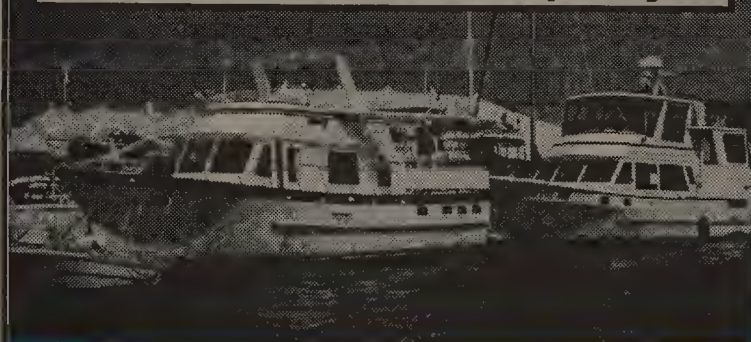


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Mar. 16 — 29th Sadie Hawkins Race. Island YC; Janet Frankel, (510) 521-2980.

Mar. 16-17 — Spring One Design Regatta for Farr 40s, Beneteau 40.7s, J/120s, Express 37s, J/35s, and J/105s. StFYC, 563-6363.

Mar. 23 — OYRA/AYC Lightship Race, the first crewed ocean race of the new season. YRA, 771-9500.

Mar. 23 — Rites of Spring Race, a shorthanded event in the Central Bay. Rescheduled from original date. Oakland YC, (510) 522-6868.

Mar. 23 — 40th Año Nuevo Race. Monterey Peninsula YC, (831) 372-9686.

Mar. 23 — Scandinavian Regatta, open to Scandinavian boats and boats with at least one Scandinavian aboard. Dinner after the 'Finnish'. CYC; Karin Dilou, 662-9555.

Mar. 23-24 — San Francisco Cup, the annual Farr 40 match race between St. Francis YC (*Shadow*, Peter Stoneberg) and crosstown challenger San Francisco YC (*Endurance*, Mike Condon). StFYC, 563-6363.

Apr. 2-4 — U.S. Yacht Club Challenge at Newport Harbor YC. Ten of the best yacht clubs in the country will send 10-man teams to duke it out in Catalina 37s, CFJs and Lasers. San Francisco YC will be there to defend the Bay Area's honor. Info, (949) 673-7730.

Apr. 5 — Corinthian YC Friday Night races begin, the first of the major summer beer can series to get underway. CYC, 435-4771.

Apr. 6 — Bullship Race, the El Toro TransPac. Info, (707) 526-6621, or www.eltoroyra.org.

Apr. 6 — Doublehanded Farallones. BAMA; Randy Devol, (408) 483-3627.

Apr. 6 — Spring Forward Regatta. SBYC, 495-2295.

Apr. 6-7 — Camellia Cup on Folsom Lake, the first regatta on the NorCal lake circuit. FLYC, (916) 985-3704.

Apr. 6-7 — Big Dinghy Regatta. RYC, (510) 237-2821.

Apr. 6-7 — Resin Regatta, with one design racing on the Circle (Antrim 27s, 11:Metres, Etchells, Melgi, Express 27s) and at Southampton (IOD, Knarr, Cal 29, Folkboat, Santana 22, Cal 20). SFYC, 789-5647.

Apr. 13 — 21st Doublehanded Lightship Race. Island YC, (510) 521-2980.

Apr. 13-14 — Belvedere Cup, a new match race series for Farr 40s. Eight boats are expected to compete on the Southampton course, with the winning team qualifying for LBYC's Ficker Cup. SFYC, 789-5647.

Apr. 13-14 — J/Fest. Encinal YC, (510) 522-3272.

Apr. 13-14 — 30th Wheeler Regatta. New dates, new format. Berkeley YC; Bobbi Tosse, (925) 939-9885.

Apr. 20 — SSS Singlehanded Farallones. Synthia Petroka, (408) 929-7217, or www.sfbaysss.org.

Apr. 20 — Clear Lake Monster/Mini-Monster races, hosted by Konocti Bay SC. Parker, (707) 277-8887.

Apr. 20-21 — Stone Cup. StFYC, 563-6363.

Apr. 26 — 55th Newport to Ensenada Race, aka the 'Enchilada Derby'. See www.nosa.org.

Apr. 27 — 18th Konocti Cup (26 miles) and Half Cup (13 miles). KBSC; Parker, (707) 277-8887.

Apr. 28-May 4 — Antigua Sailing Week. See www.sailing-week.com.

May 4-5 — Vallejo Race/Party. YRA, 771-9500.

Remaining Midwinter Races

ALAMEDA YC — Estuary Midwinters: 3/17. M.L. Higgins, (510) 748-0289.

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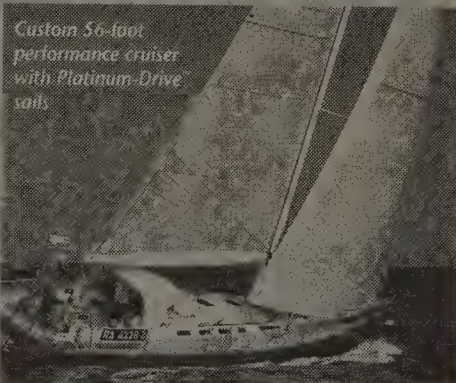
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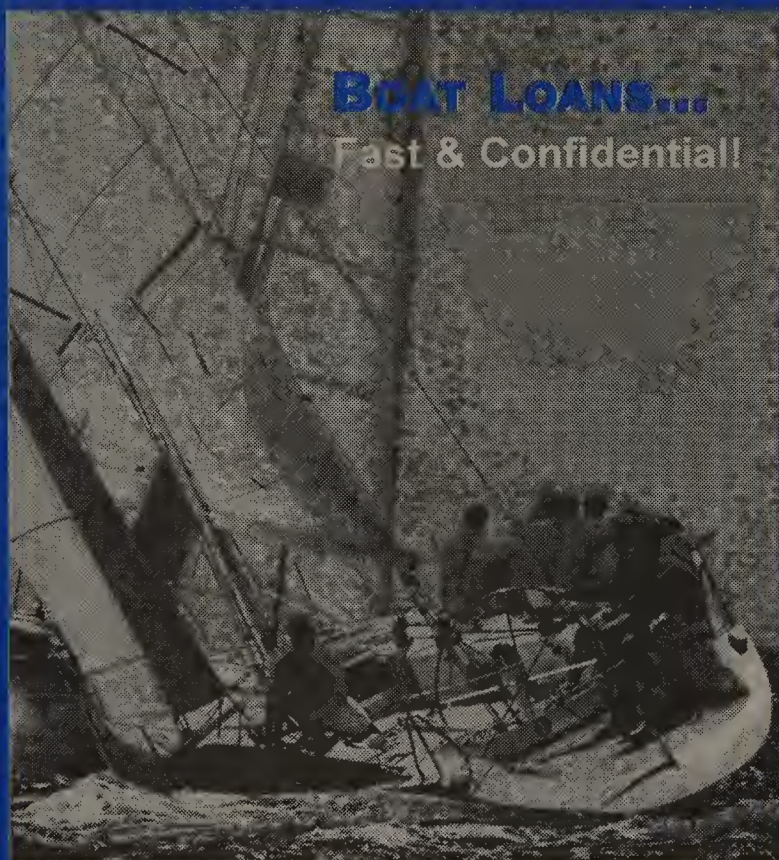
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CALENDAR

BENICIA YC — Winter Series: 3/9. Jerry Martin, (707) 745-3731.

BERKELEY YC — Chowder Races: Every Sunday except during the BYC Midwinters. Paul Kamen, (510) 540-7968.

ENCINAL YC — Jack Frost Series: 3/16. Les Raos, (925) 930-0247.

ENCINAL YC — Centerboard Series: 3/31. EYC, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 3/2. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/10. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 3/3. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 3/3. Caroline Groen, (510) 307-7918.

SANTA CRUZ YC — Midwinters: 3/16. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 3/3. Andy Eggler, 332-1267.

SHORELINE LASER SERIES — 3/17. Tracy Usher, (650) 926-3253.

SOUTH BEACH YC — Midwinters: 3/9. Martin Cunningham, (408) 835-7065.

SOUTH BEACH YC — IAOIO Series: Saturdays through 3/30 (except the above dates). Bob Turnbull, (408) 733-5104.

SOUTH BAY YRA — Winter Series: 3/9. Bob Carlen, (831) 336-2672.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

March Weekend Currents

date/day	slack	max	slack	max
3/02Sat		0015/3.8F	0323	0613/4.3E
	0949	1243/3.6F	1553	1836/3.8E
	2206			
3/03Sun		0101/3.3F	0404	0703/4.3E
	1051	1345/3.3F	1701	1930/2.9E
	2257			
3/09Sat		0150/1.9E	0427	0722/2.3F
	0953	1328/4.0E	1713	2027/3.5F
	2328			
3/10Sun		0228/2.1E	0513	0808/2.6F
	1044	1410/4.2E	1755	2106/3.6F
3/16Sat	0230	0520/3.5E	0852	1146/2.8F
	1454	1739/3.2E	2101	2357/2.6F
3/17Sun	0256	0558/3.6E	0932	1228/2.6F
	1540	1820/2.7E	2128	
3/23Sat	0238	0520/1.7F	0800	1128/4.0E
	1536	1846/3.2F	2208	
3/24Sun		0018/1.9E	0341	0624/2.2F
	0908	1228/4.4E	1628	1936/3.7F
	2253			
3/30Sat	0159	0458/5.1E	0835	1133/4.3F
	1449	1725/3.9E	2048	2340/3.5F
3/31Sun	0237	0543/5.0E	0928	1227/4.0F
	1549	1815/3.1E	2134	

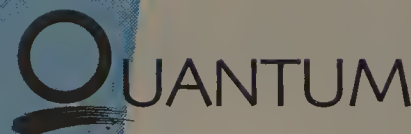
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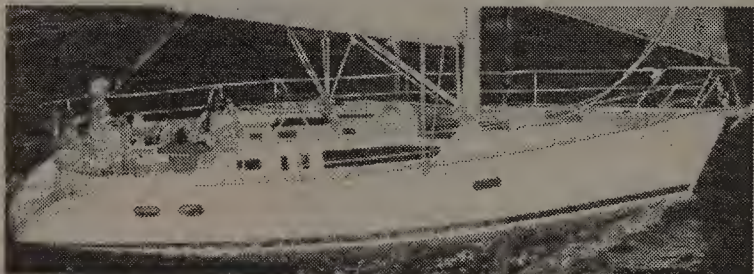
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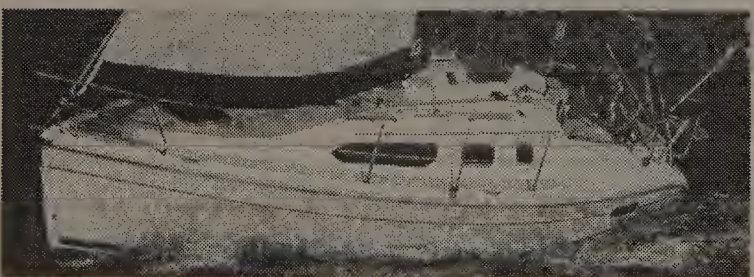
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LETTERS

↑↓EVEN IF THEY DO SEE YOU . . .

A friend down here in New Zealand just gave me a copy of the *Latitude* that had a short blurb about our recent collision off the coast of New Zealand. I agree completely with the conclusions you printed, and the reasoning used to reach those conclusions. It is clearly the responsibility of the cruising sailor to keep a proper watch, and a failure to do so is to invite disaster.



COURTESY 'QUEEN JANE'

Jonah on the damaged bow of 'Queen Jane', which was hit by a ship outside of Auckland.

"Don't expect them to see you" is the best advice a cruising sailor could get. However, given the facts in my particular case — which are somewhat startling in my view — this statement

does not go quite far enough! I would expand upon that advice to: "Even if they see you, don't assume that they won't hit you!"

In our case, the crew of the ship admitted that they had a visual sighting of our vessel 4.5 miles before the collision — and they *still* managed to collide with us! The exact reasons why this happened are still not known to me, as the report of the Maritime Safety Authority — the government agency charged with investigating accidents at sea — has not been released yet. But we have been told by the MSA investigator that this was the case.

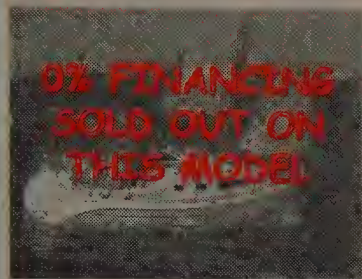
It is completely accurate that the watch crew of the *Queen Jane* — myself — was, in fact, belowdecks when the collision occurred. Yet the fact that the watch crew on the freighter failed to make any course adjustment after seeing us, failed to hail us on Channel 16 — which we were monitoring — and even failed to blow a horn before the collision, should seriously cause one to pause and reflect.

I would like to add that the *Queen Jane* was equipped — as are most cruising sailboats these days — with radar. However, the set was not on. Clearly, one can assume that had the radar been on, the crew — myself — might have had a chance to avoid the collision. The lesson I have learned is that radar only works when it is on. Duh. My attitude used to be that radar is a tool to be used in bad weather and at night when visual lookout is insufficient. In the future, I will use my radar more liberally.

It also has to be recognized that on a shorthanded cruising sailboat, it's inevitable that the watch crew must go below on occasion. In my case, I had a radio sked to meet and needed to use the head. While I was below, I examined the chart and made an entry in the ship's log — all activities that are completely normal and near-essential, and things that all crews do. However, it has been my practice to set a virtual timer of 15 minutes during such activities, and to go topsides after that interval to scan the horizon. And while this may have been said numerous times before in a variety of venues, 15 minutes is not frequently enough! My new practice will be to scan the horizon at 10-minute intervals — and it should be emphasized again and again that even this interval is not too often.

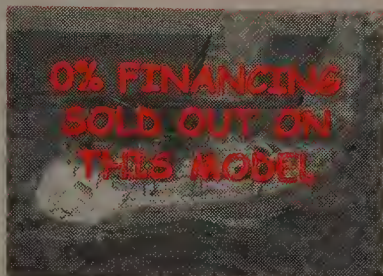
It should also be acknowledged that going below cannot

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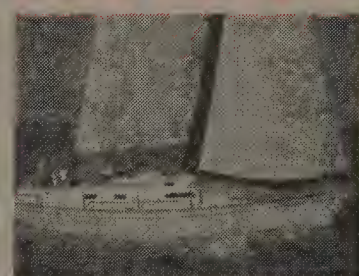
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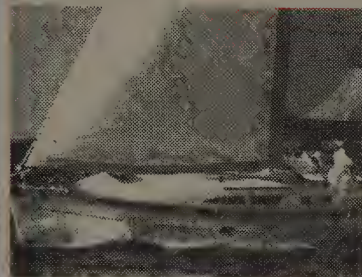


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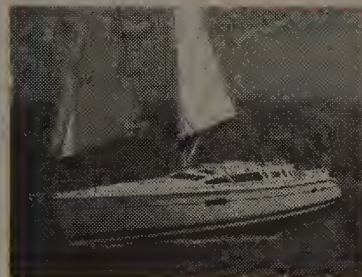


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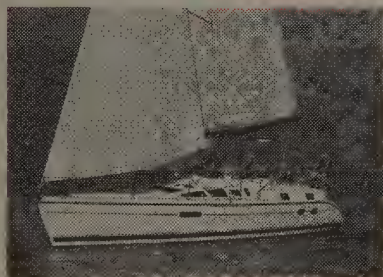


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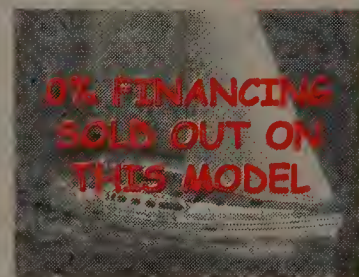
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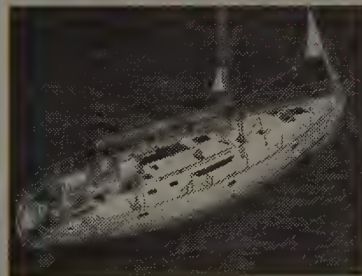


Hunter 450 - \$1,393/month

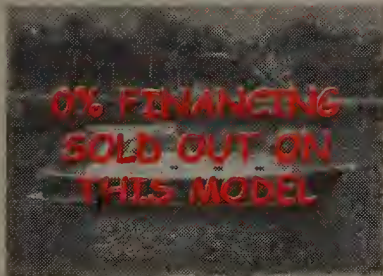


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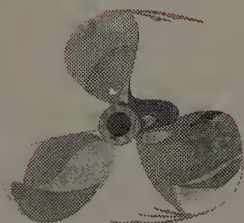
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Don Durant, founder of Club Nautique and life-long sailor.



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LETTERS

be avoided — but it must be done in a safe manner consistent with the dangers involved. That about covers it.

Jordan Bigel

Queen Jane, Shannon 50 ketch
Seattle

Readers — The Bigel family has an excellent website at www.bigel.net. When we published our original report, the information came from this copyrighted website. We should have asked permission before using it.

Queen Jane is currently being repaired in New Zealand and should be ready for the start of the next South Pacific season. Despite the incident, Jordan, according to the website, reports that cruising is exactly what he wants to do and that he's never been happier.

↑↓ CANADA AND RVs

Your argument that boats shouldn't have to pay fees to check in and out of Mexico's ports because RVs don't have to check in and out of every city they visit doesn't hold up. Look at the situation in the U.S. If I come back to the U.S. from Canada in an RV, the cost is *nada*. But if I come back in my 36-ft sailboat, I have to pay a fee. The fee is good for the calendar year, and they take credit cards so I don't have to schlepp to a bank, but it still burns me!

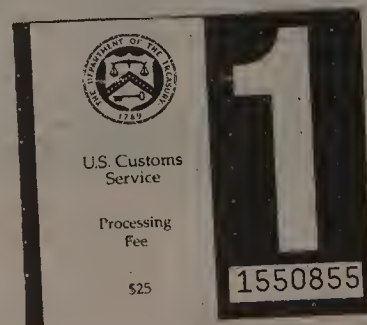
Three cheers to West Marine for 'importing' *Latitude* to the far Northwest!

Jack Bazhaw

Bellingham, Washington

Jack — Our argument is that if RVs don't have to check in and pay fees every time they stop at a new city in Mexico, boats shouldn't have to check in and out each time they reach a new port. What does this have to do with U.S. policy on boats?

However, if you want to turn our argument into saying that U.S. policy is no worse than Mexican policy, you'd be just plain wrong. When you return to the U.S., there's a once-a-year, \$25 Customs fee that you can pay quickly and easily. When in Mexico, you have to pay almost as much in



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fees each and every time you check in and out of every port with a port captain. And you have to make side trips to banks and sometimes to Immigration. There is no comparison. If Mexico had a policy identical to the one in the States, no cruisers would be complaining.

↑↓ SAN FRANCISCO SAILORS ARE BLESSED

Fort Lauderdale may be the "best little cruising city on the East Coast" — as Mike and Sallie Arndt claimed in the February *Letters* — but bring your own boat. While some bluewater chartering is available, there appears to be little or no opportunity for a visiting sailor to go out for a casual day on the water. You have to head across Florida to the Gulf of Mexico, Tampa Bay, or go 180 miles up the ICW to find anything. It is not like San Francisco Bay, where you can find bareboat charter boats, crew lists, and sailing schools to help get visitors on the water.

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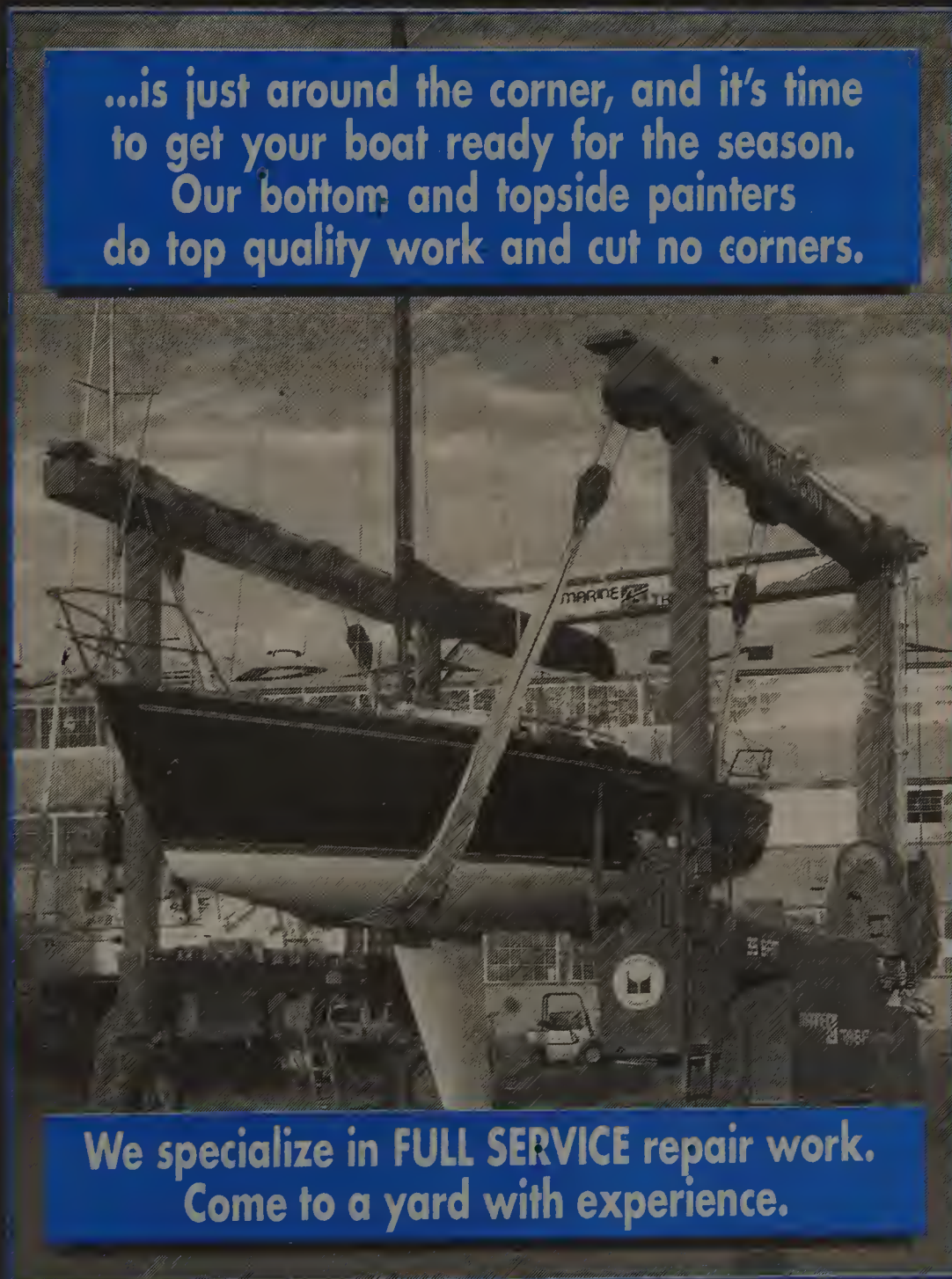
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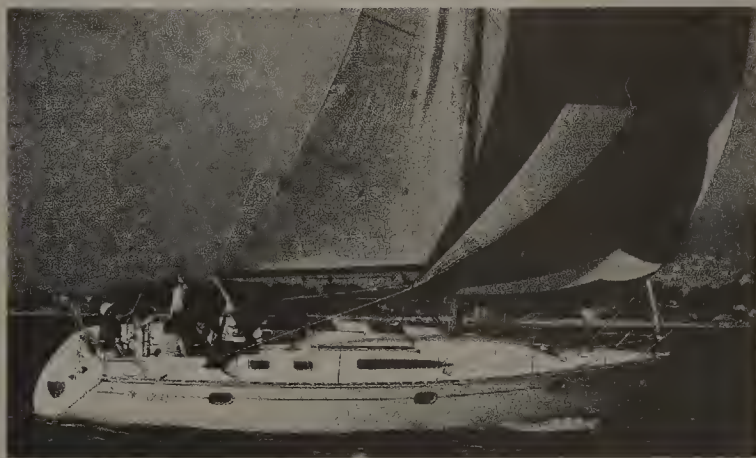
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LETTERS

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Bill Schaumburg
New Jersey

↑↓A QUESTION ON THE CREW LIST

I'm in the process of filling out the Crew List forms that appeared in the January issue, but I have a question. I would like to crew on a racing boat, but only have Sundays off. Are there races on Sundays, Saturdays, or both?

Steve Nelson
trampers@sonic.net

Steve — Not only are there races on both Saturdays and Sundays, but there are 'beer can' races on most nights of the week, too. If you want the whole schedule, pick up a copy of Latitude's 2002 Sailing Calendar and YRA Master Calendar, which lists all the races and gives you all the information you need to know to race on San Francisco Bay.

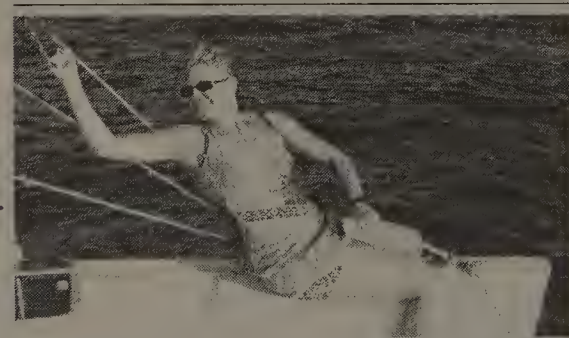
↑↓ANGRY QUESTION ABOUT THE INSULTING CREW LIST

I find it insulting that I have to list myself with a bunch of inexperienced bunnies, when I have a lot more sailing experience than many of the men on the Crew List. I would have thought that Ellen MacArthur's record would have convinced the sailing world that women are not necessarily railmeat! I guess that hasn't registered at Latitude.

Do you know that in the United States it's illegal to categorize classified ads by gender? It's called sex discrimination! Why don't you organize the lists by experience level or something more meaningful?

Name withheld
cyberspace

N.W. — We expect a lot of folks will think it insulting to find themselves on the same crew list as a woman as seemingly hostile and obstreperous as yourself — because they know that the ability to get along with others is the most important quality any crewmember can possess. After all, it's easy to teach just about anyone to be a decent sailor — even those



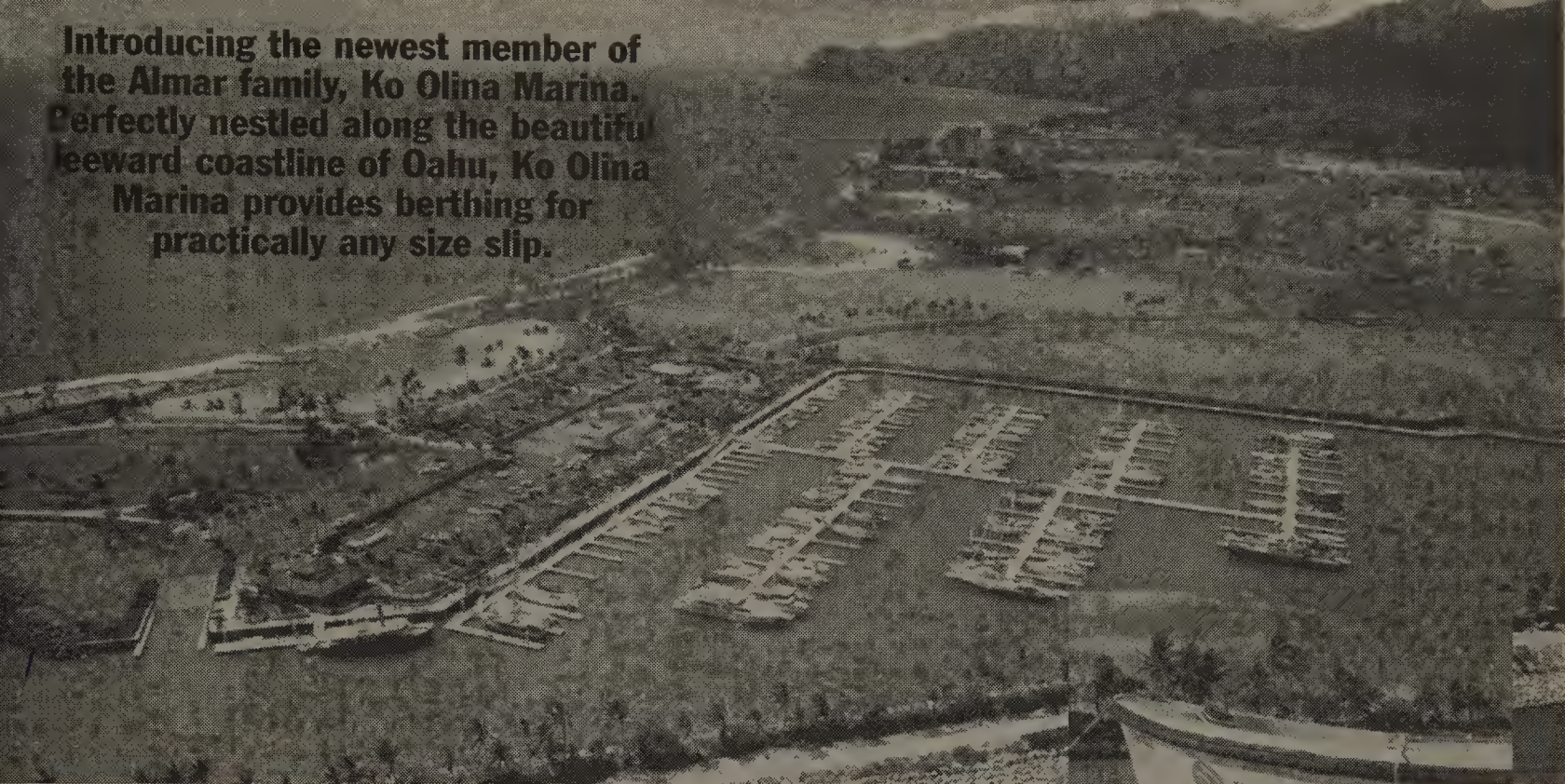
you haughtily dismiss as "bunnies." On the other hand, it's virtually impossible to reform a natural born crank or troublemaker. Trust us, if it were possible to organize

our Crew List by a person's ability to get along with others, that's exactly what we'd do.

Not to take anything away from the brilliant accomplishments of Ellen MacArthur, but she was hardly a pioneer of women's world class sailing. Surely you're familiar with the many stunning accomplishments of Frances Arthaud and Isabelle Autissier — or are you one of those who discriminates against women who don't speak English as a first language?

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LEMONS & LEMONADE



The economy has given many of us lemons. We at Cass' are making lemonade with ours and hope you share it with us.

Cass' Marina is not raising our rates this year so that we can provide you with great values on sailboat rentals, charters and sailing lessons.

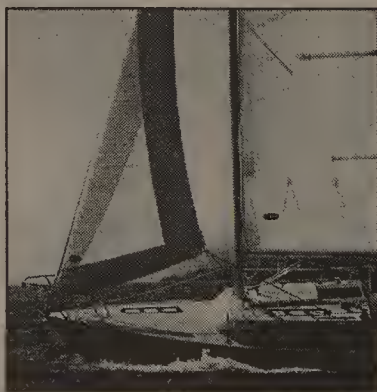
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LETTERS

for men and women.

Where do we stand with women on boats? As close as possible, if history were to be the judge. It was more than 20 years ago that we hired a woman to be the captain of our boat in Mexico. And for as long as we've owned boats, we've sailed with a high percentage of women aboard — no matter if it's crossing the Atlantic, doing the Ha-Ha, cruising in Mexico, or racing on the Bay. And if you're familiar with this magazine at all, you'd know that we think there's a word for people who don't take women along as crew — fools.

↑↓CIRCUMNAVIGATORS LIST

I just looked at your West Coast Circumnavigator's list, and saw that the names of Don and Linda Bryce were missing. The couple circumnavigated from around 1985 to 1995 aboard their Long Beach-based 40-ft ferro-cement ketch *Green Dolphin*. They even wrote an article for *Latitude* a few years back about rebuilding their transmission in Mexico — somewhere in the Gulf of Tehautepec.

Dr. Don and Linda now reside in Newport Beach. When they are not cruising the U.S. in their 'land yacht', they conduct cruising and medical seminars for the Orange Coast College School of Sailing and Seamanship. They both are semi-pro photographers, and have some awesome shots of their journey — especially of the more exotic places in Asia and the Middle East.

Paul Prioleau
Newport Beach

Paul — Thanks for the information, as we're still trying to put together as definitive a list of circumnavigators as possible. In addition, we want to remind all circumnavigators that they are to be our honored guests at a special Circumnavigators' Party at Pacific Sail Expo, April 19, 6-9 p.m.

↑↓FORTIETH AÑO NUEVO

This year's running of the Año Nuevo Race — to be held on March 23 — will be the 40th anniversary of that great event. Your '20 Years Ago' piece in the February calendar tells quite a story in that it was once common to get 40-60 boats on the line — '71 may have been the record. From '70 until '92, the Año Nuevo Race was one of the premiere sailing events in Northern California.

The race was conceived by Harvey Kilpatrick, John Neighbors, and Jim Womble on a Friday evening while sitting in the cockpit of the Lapworth 36 *Sayonara*. In the original version, it was slated to start in Monterey, take the Farallones to port, and finish back in Monterey. The next morning, the trio realized that maybe the evening's activities had clouded their judgement, and they replaced the Farallones as the weather mark with Año Nuevo.

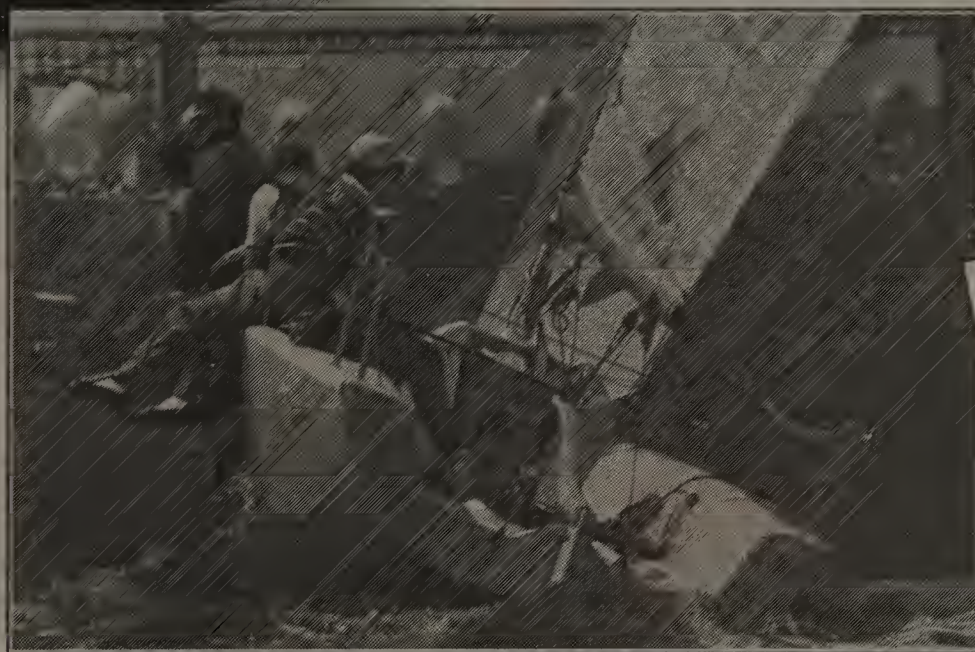
The first Año Nuevo Race was held in 1963, and the first several were started after cocktails and dinner on a Friday evening. Before long, the start was changed to Saturday morning in order to reduce the likelihood of bobbing around off Cannery Row until getting wind on Saturday morning. More recently, the race has been modified to start in Santa Cruz and finish in Monterey. Although now only 56 miles, it's still a challenging and fun course.

Not only did the race once attract the top boats from Northern California, but it also drew a crowd of smaller boats — such as Santana 22s, Columbia Challengers, and Thunderbirds. And on many occasions, the Santa Cruz 27s, Moore 24s, and Olson 30s were able to put together one design classes.

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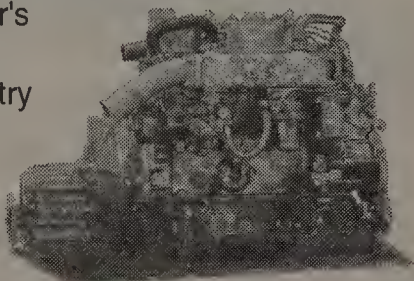
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LETTERS

I encourage everyone to have a fun time in this race and help keep it as healthy as it deserves to be. Race information may be obtained by contacting me care of the Monterey Peninsula YC, Municipal Wharf #2, Box 14, Monterey, CA 93940. I can be reached at (831) 333-9603. The information is also online at www.mpyc.org.

Dave Morris
Monterey

WHY WON'T OUR DINGHY PLANE ANYMORE?

Perhaps you or your readers can explain this mystery. During the last two years of cruising, we've been using the same 10-foot Achilles inflatable and 8-hp motor combination. Nonetheless, when we got to Venezuela — and especially after we got to Puerto La Cruz — the dinghy would no longer plane with the same two people in the same conditions as it had before.

We've tried changing the spark plugs, trying different octane gasoline, and cleaning the bottom, but the !#@\$%! dinghy still wouldn't plane with me and my partner aboard — even in the calm waters of the canal system of the El Morro development. I had reluctantly concluded that the faithful Nissan was simply getting tired, and we gave up trying to plane.

But after returning to Trinidad and dinghying through Chaguaramas Harbor, the dinghy suddenly started planing again — without shifting weight or ooching. But now that we've left Trinidad, it continues to plane — just as it had done before we got to Venezuela.

The only explanation that I can postulate is that the waters in the El Morro canal system had a lower salinity due to freshwater runoff, and provided less lift.

Has anybody else experienced this phenomenon?

Roger Bohl and Helen Morgan
Ariadne II
St. Lucia

Roger & Helen — As long as the bottom has been kept equally clean, we suspect that extra weight is the problem.



LATITUDE / RICHARD

Suzie and Ken of the Mariner Centaur 34 'Wishful Thinking' know how to make their dinghy plane.

There are two possibilities. Perhaps you and your partner ate a little more than normal in Venezuela, or more likely — as has happened with us — your dinghy is retaining water. We got water inside the fiberglass bottom of our dinghy


— unbeknownst to us — at which point we couldn't plane with two people, no matter how much we ooched and redistributed the weight. Once we got the water out, however, the same dinghy would easily plane with three people.

UNEXPECTED PLEASURE

It was raining the other day, raining quite hard, while Cybele and I were looking at a derelict little sailboat. At \$200, she was right in our price range. So Cybele and I bailed the boat out.

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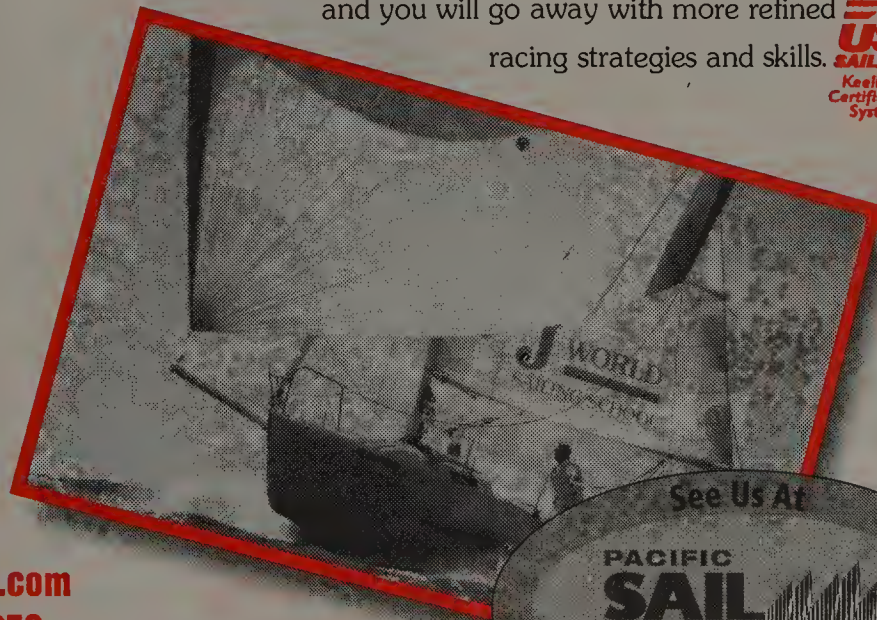
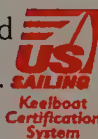
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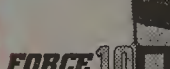


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LETTERS

I want to report that it was a great, great pleasure to bail out the little boat in the rain. I had forgotten. It wasn't the society, the money, the latest gadgets, or any of that stuff that made it nice. It was simply being around a boat and other boats, sitting in the harbor dumping a bucket over the side, and goofing with a small girl who was sitting gleefully up on the rail, examining everything.

They go together, I guess — boats, rain, kids, and souls.

Charlie Beyor
Vallejo

Charlie — Well put.

LEEWARDS TO THE BVI

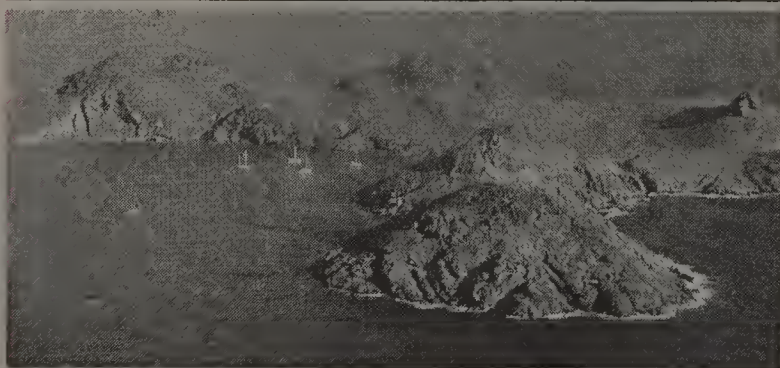
We have booked a 10-day charter out of St. Martin with Sunsail in late June and will be dropping the boat off at Hodges Creek in the British Virgins on July 2. We were told that St. Martin to the British Virgins was indeed the best route to take year round, based on the wind and current and such.

However, we were surprised when the Sunsail agent who booked the charter told us they had no recommendation as to what charts or cruising guides to purchase — even though this was a popular charter route. We have cruising guides from previous charters to the Leewards and the BVI, but are having difficulty finding the necessary charts hooking the two together.

We would appreciate any input from anyone who has made this trip in the past — including charts, best departure and arrival points, time en route, and so forth. We can be contacted at trj1970@yahoo.com.

Ted and Judy Lord
Oddatsea
Redding

Ted & Judy — If you have the Cruising Guide to the Virgin Islands and the Cruising Guide to the Leeward Islands — both of which are excellent — all you're missing is the Imray-Iolaire



LATITUDE / RICHARD

Ile Fourche is a pleasant stop for lunch and snorkeling.

chart covering the Anegada Passage, the body of water that connects the two areas. You can order the chart from any of the usual chart sources.

Whoever came up with your itinerary did you right, as it's excellent. What a bunch of great places to go: Tintamarre, Ile Fourche, St. Barts, St. Kitts, Nevis, Anguilla — and then crossing the Sombrero Passage to the British Virgins. We've made the latter passage a number of times, and always left from Anguilla because it was the shortest distance. We always left at night, too, because the Anegada Passage can get pretty nasty in the afternoon. We assume Sunsail lets you sail at night, because the distance is about 90 miles. You'll probably want to enter the Virgins at the Round Rock cut. But in any event, double and triple check your navigation because you don't want

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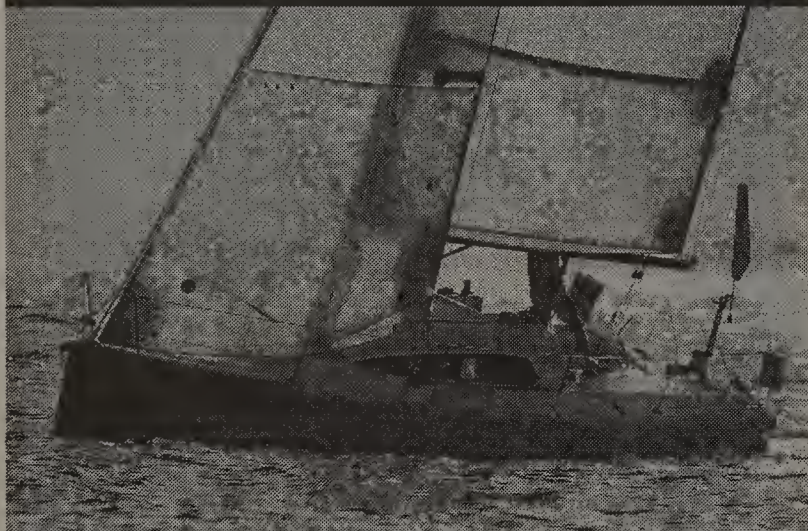
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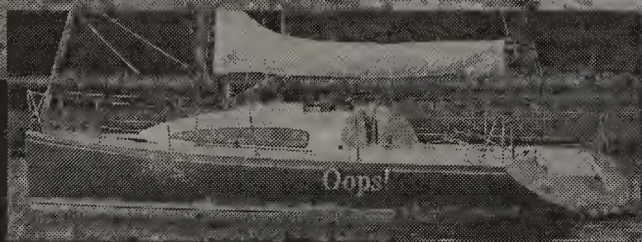
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LETTERS

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↑↓WATER QUALITY ON LA ROPA BEACH

I've been following your Z-town stories and photos in *'Lectronic* with interest. Since I won't be sailing there just yet, I'm going to fly down and stay ashore in April. I'll be staying right on Playa La Ropa — which is where you report 70 or so boats are anchored. Are you aware of whether these cruisers' effluent standards are compatible with my — and my children's — love of swimming and snorkeling? Are there places in this protected bay that have notable water quality problems, or am I way off base? Since I assume cruisers are out there to enjoy nature's oceans and also to partake in healthy water activities, I'm hoping the level of awareness is fairly high.

Chris Havel
Oakland

Chris — We, like most other cruisers anchored off La Ropa, swim in that water every day, so we sure as heck don't poop in it. In fact, our morning routine consists of swimming to shore for a light breakfast — and to use the restaurant's facilities. In the case of middle-of-the night 'emergencies' or turista, we insist that our crew use buckets or plastic garbage bags, and later dispose of them properly. If things got really bad, we could activate our onboard treatment system. By the way, these sell for well under \$1,000.

Can we guarantee you that not a single cruiser poops in Z-Bay? No, we can't. Nonetheless, we have a much greater concern about the effluence from the typically poor sewage system of Z-town — which is no longer the little village it was just a few years ago, but is now a little city. Yes, we swim in Z-Bay without giving it much thought, but no, we don't consume the raw seafood taken or sold there.

↑↓STUFF MAKES ITSELF INTO THE WATER

We took our Cavalier 39 Jolly Mon down to Mexico in '99-'00. We always used our holding tank, and never pumped it out until we were at least a mile or two offshore. This worked for us, in part because we rarely stopped any place for more than a few days, and we have a large holding tank.



LATITUDE / RICHARD

At La Ropa, the bigger problem is sewage from shore, not from boats.

However, there are cruisers who set the hook in places like Inner Tenacatita, La Paz, La Cruz, and so forth, and stay there for weeks or even months. There are generally few or no public facilities ashore at these places, and I don't see anyone going ashore in the middle of the night to take care of business. So I have to assume that stuff is making its way into the water.

It's probably a small minority of cruisers who actually do this, but if anyone is squeamish about it, I would avoid snor-

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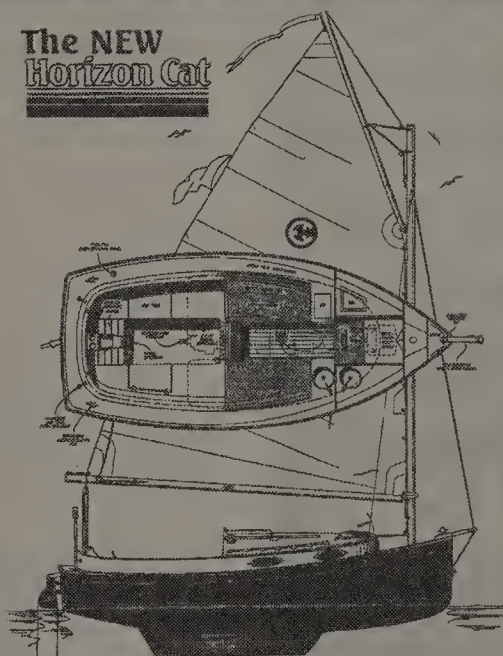


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LETTERS

keling off La Ropa Beach.

David Kramer
Jolly Mon, Cavalier 39

David — There aren't many facilities at the main anchorage at Tenacatita Bay, but there certainly are plenty at La Paz, La Cruz, and Z-town. In 1994, we kept Big O on the hook just off La Ropa Beach for about three months. We can assure you that we never pooped into that bay, and neither did K.C. and Kay, who were running the boat at the time. There were just too many better options available.

Nonetheless, we suppose that a few cruisers might not do the right thing — particularly at a place like Tenacatita, which doesn't have many facilities. We sure hope that these folks get with it. No matter if you get an MSD, a large holding tank, or make lots of shore trips, it only takes a little effort to keep your crap out of other peoples' lives.

↑↓POLITICALLY CORRECT IS A WAY OF LYING

I suppose that over the years you have found it necessary, if not desirable, to degrade into political correctness. How else could you be seen as 'right' by your readers. Politically correct is — but shouldn't be — a vogue way of lying.

Why would anyone go to the trouble of leaving Z-Bay to legally discharge human waste, when the extent of sewage treatment in many parts of the world consists of a ditch winding down to the beach? In my experience, once the sewage meets the beach, it typically mixes with stuff such as two-cycle oil jugs, beverage containers, fish offal, and plastic bags.

A few years ago, after leaving the noxious beach at La Cruz, we were hailed by fellow cruisers proclaiming that a whale shark was feeding in the anchorage. If a whale shark takes a dump in Banderas Bay and there are no magazine publishers to witness the event, does it really even happen? What about mantas or gray whales? I wonder what a blue whale's turd looks like.

No, I'm not trying to justify overboard discharge, just trying to point out the realities of an imperfect world. Beyond that, as it is also in vogue to plead the Fifth, I feel so compelled. Please don't ignore the seedier side of cruising to distant and not so distant locales. The truths of sewage, manta slaughters, plastic trash, squid offal, pickpockets, poverty and sickness, and alcohol abuse are real, even though they are ugly to witness or experience. The bad lends credibility to the good.

Dave Smith
Saint Helens, Oregon

Dave — We'll tell you why a cruiser would take proper care of his/her human waste — for his/her health, for the health of the bay, and for the health of anyone enjoying the bay. No, the sewage treatment isn't as good as it should be in Z-town, just as it's not good in most Mexican towns. No, the typical Mexican beachgoer still isn't clear on the concept of litter-free and healthy beaches. No whale sharks haven't yet learned to use proper toilet facilities. But none of these things mean that we're not going to do our part to keep the waters as clean and healthy as possible — or that it's politically correct to insist that others do so, too.

Frankly, we're dumbfounded by your reasoning. Are you suggesting that if any of us sees some trash on the side of the road, we should ignore good habits and public health and toss all our own garbage out the car windows also? You and we have enjoyed the benefits of decent educations and of living in the First World, so it's our responsibility to be part of sewage

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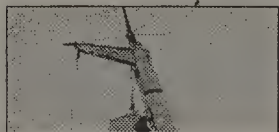
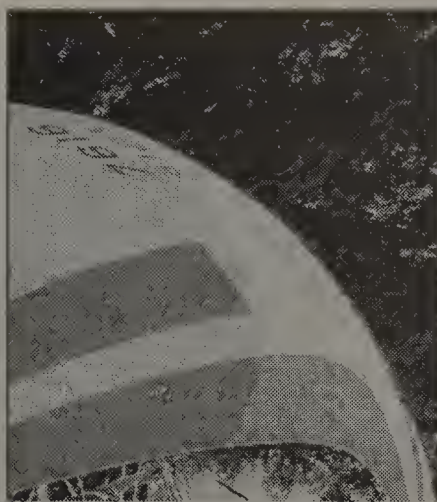
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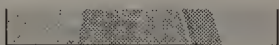
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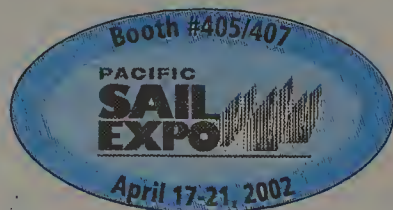


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LETTERS

solutions, not sewage problems — no matter what less enlightened humans and animals might do.

NAVIGATION LIGHTS

For some time I've been perplexed as to why sailors have such a difficult time figuring out what navigation light configuration to display at night. I know it's simple on recreational powerboats, as for the most part their navigation lights are all on the same switch. So they are either on or off. Because of the nature of sailing, sailboats have a variety of light configurations, and the correct one must be selected. The more night hours I spend on the Bay, the more wrong light configurations I see on sailboats. So I'd like to take a few lines to describe what lights are to be used when, in the hope that we sailors can do a better job of showing the proper lights.

1) When a sailboat is being propelled by machinery, it is essentially a power driven vessel, thus its light configuration is that of a powerboat: side lights, masthead light and stern light. Rule 23 i iii iv or 23 (c). The position of the sails — up or stowed — is not relevant. No part of rule 25 applies.

2) When a sailboat is actually sailing, then she should display sidelights and a stern light — but no masthead light. Rule 25 (a)

3) However, when sailboats of less than 65 feet are actually sailing, they have an option. They may combine the sidelights and stern light into one lantern at the top of the mast — commonly known as the tri-color. Rule 25 (b)

4) Another option is the red and green all around (360°) lights in conjunction with the side lights and stern light on the vessel. This option is not to be used in conjunction with the lantern described in rule 25 (b).

5) If a sailing vessel less than 23 feet is sailing at less than seven knots and does not have the lights as described in the previous paragraphs, she must be able to display a white light in ample time to avoid a collision.

6) Lastly, when at anchor, an all around (360°) white light should be displayed where it can be best seen.

I hope this helps clear up some confusion. I am not going to present my nautical resume, but I'm a professional mariner and know of what I speak. Furthermore, I am not going to give the laundry list of different light configurations that I have seen, but it's been enough to inspire me to write this letter. I have never jumped on the *Latitude* bandwagon before, but I am passionate about my time on the water, and am proud to be a sailor. So I hope everyone will take a few moments to brush up on rule 25 of the Rules of the Road, and to flip the right switch(es).

Capt. David Graham
San Francisco

Capt. David — We have a couple of more common errors: 1) Showing a masthead tricolor and deck level running lights at the same time. 2) Showing a masthead anchor light and a steaming light at the same time.

INVITING ARMED MEN ABOARD OUR BOAT

We really appreciated the article by Jan and Sig Twardowski of *Raven* on their positive experiences with the people of Mexico. Our experience sailing the Sea of Cortez over the past six years has been similar to theirs. The Mexicans are open, friendly and courteous.

We had another great experience to add to the list a couple of weeks ago. We were anchored at Bahia San Marte — south around Punta Marcial from Agua Verde — for a couple of

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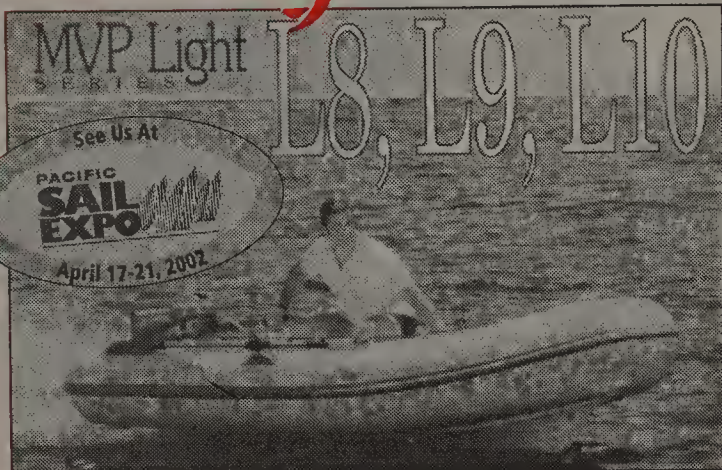
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LETTERS

days waiting for a Northerly to settle down. As I went up to the cockpit the second morning, I saw a Mexican soldier on the beach waving a water bottle. Seeing a squad of eight soldiers around a cooking fire, I filled a five gallon water jug and took it ashore. It turned out that the patrol was on maneuvers trying to get around to Agua Verde, but had been stymied the previous night by the rugged terrain. As a result, they had gone without water for three days. So the five gallons disappeared in about 20 minutes!



Dave Wallace goes ashore to pick up the thirsty Mexican patrol.

COURTESY 'AIR OPS'

Now they were facing a couple of days of backtracking, again with no water along the way. So they politely asked if we would give them a ride down the coast to Rancho Santa Martha. Why not? We were going in that direction anyway, and the seas had settled down enough to leave. So we loaded them aboard, two at a time, with their full field packs and carbines. The first thing their leader did when he got aboard was ask if we had a Spanish-English dictionary — none of them spoke any English and our Spanish is limited, to say the least.

When we got to Santa Marta and unloaded the squad, we found out why the leader wanted the dictionary — he wanted to ask us in English if he could pay for their ride. No way! They had all been very friendly and nobody had gotten sick during the five mile trip. The squad is stationed in La Paz, and we're hoping that we can track them down later on and give them copies of photos we took.

Were we nervous bringing armed men aboard our boat? Just a little — but we're glad we did! Now if we could just teach them how to work the foredeck.

Dave and Merry Wallace
Air Ops, Amel Maramu 46
Redwood City / Sea of Cortez

EL NIÑO

I just heard a report that El Niño is expected to return to the West Coast by next winter. My plan was to sail south through Mexico to Costa Rica next fall. My question to you and/or your readers is what unusual weather patterns were experienced in those areas during the last El Niño?

Steve Hersey
SeaScape
San Diego

Steve — According to NOAA, El Niño conditions — the warming of Eastern Pacific waters, as well as the combined raising of ocean levels in the Eastern Pacific and the lowering of ocean levels in the Western Pacific — may result in a serious ripple effect around the world. The impact on weather, animals, sea life and crops can be enormous.

There have been seven El Niños in the last 40 years, the last big one being in '82-'83. It was blamed for the deserts of Peru getting over 100 inches of rain in six months, droughts in Australia that later caused devastating forest fires, explosions



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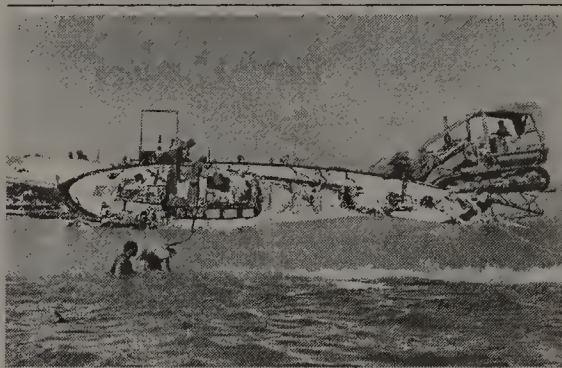
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LETTERS

in some crops and animal species around the world, and devastation of crops and other animal species in different parts of the world. More relevant to sailors, the '82 El Niño ushered in tropical cyclones, unusually far east to include Tahiti and the Marquesas, and severe winter storms in Southern California. On the other hand, it lessened the number of hurricanes in the Atlantic-Caribbean. December of that year also saw the fa-



LATITUDE / RICHARD

The Cabo Storm of '82 briefly claimed Moitessier's famous 'Joshua' — now in a museum in France.

amous Cabo Storm of '82, when 27 boats were lost. Many of them, however, were destroyed more because of a lack of preparation than because of the severity of the storm — including Bernard Moitessier's Joshua. For what it's worth, our Freya 39 spent the rest of that winter in Mexican waters, and it was delightful — all the more so because the coast of California was getting one of the worst shellackings in recorded history. If we remember correctly, two or three famous piers were badly damaged or destroyed.

Given the devastation caused by that El Niño, scientists have paid close attention to the phenomenon ever since. There have been lesser El Niños in '86-'87, '91-'92 and '93-'94. Their effects weren't anywhere near as strong. In fact, in some cases the affect on weather was inversely proportional to the strength of the El Niño condition. For what it's worth, there was a La Niña in '88-'89, which is when the water is cooler than normal in the Eastern Pacific. The other winters have been like this winter — classified as 'La Nada', or nothing.

If you're looking for guidance, all we can tell you is that we'll be taking our boat to Mexico again next winter — and very possibly on to Panama and the Caribbean. By the way, when you said that your plan was to head south to Mexico and Costa Rica in the "fall," we assume you don't mean until November, as September and October are still part of the hurricane season.

↑↓CATAMARAN CLASS

I live in Annapolis, and although I don't get Latitude in print, I do read the 'Lectronic version. Our family currently owns a monohull, but we're in the market for a cruising cat with which to take off in about 18 months from now. I have read Chris White's *The Cruising Multihull*, and it's had a profound effect on my cat hunt. I'm looking at production cats such as Catana and Outremer. In fact, we'll be chartering a Catana 411 out of Martinique for two weeks in May with our kids, ages 4 and 3.

My real reason for writing is to ask if you have a favorite list of books, websites, articles, or whatever that might shed light on the monohull-multihull debate? And since I'm asking, are there any articles on particular multihulls or designs that would be of help to a new cat sailor such as myself?

Joe Boyle
Annapolis

Joe — Chris White's book is the only one we know of that does a decent job of introducing monohull sailors to multihulls.



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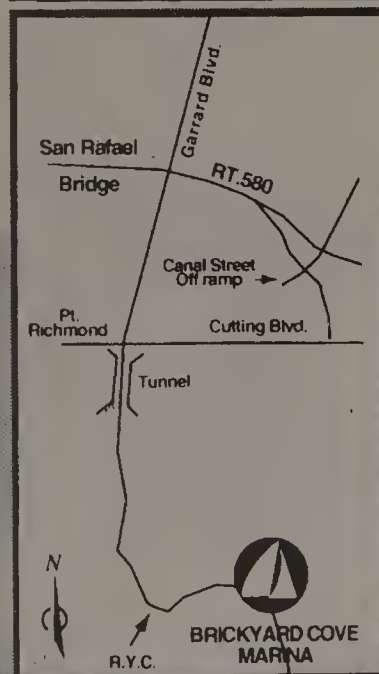
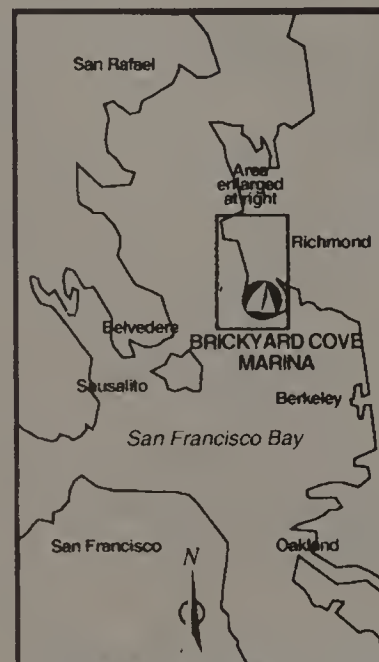
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LETTERS

Having said that, we think it's high time that White stop resting on his laurels and do a complete rewrite. The text — and particularly the photos — are really showing their age.

As far as we're concerned, there is no monohull-multihull debate. Everyone should sail both kinds of boats to decide which best suits their personal taste, the kind of sailing they plan to do, and their budget. If someone wants to do one-design racing, offshore sailing upwind, carry a lot of gear, or has a smaller budget, monohulls have a lot to offer. But if a bigger family wants to go cruising, needs lots of room, and has a few extra bucks, a cruising cat might be the answer. In any event, chartering a cat is the perfect step toward helping you make an informed decision. While in Martinique, we suggest that you visit as many other cats as you can — there are hundreds of them — and try to snag some rides on different ones. Cats of the same length can be extremely different animals. Whatever you do, be sure to do some upwind sailing in big and sloppy seas. That's a cat's most unpleasant point of sail, and you'll want to know about it.

We don't know of any particularly good articles to recommend on cats in general or specific cats, but we can explain our priorities in just a few words: long and light with lots of bridgedeck clearance. It's possible to have a wonderful cruise with a shorter and heavier cat, but you will be sacrificing some speed and comfort, and there will be a good chance that you'll be passed by some similar-length monohulls.

If you ultimately decide that you would like a cat for cruising, you've got one thing going for you: unlike a few years ago, there are now quite a few of them around, so the prices on used ones have dropped significantly.

STICK TO SAILING

I love your rag — it's still the only one I read cover to cover every month. In your January 18 *Lectronic Latitude* you guys made a comment about the global warming issue and how the Hollywood types might be wrong. But you only cited part of the story. Yes, parts of Antarctica are getting colder. But if you'd included other parts of the report, you would have noted that the Antarctic Peninsula has been warming at the same rate as the rest of the planet, and that there is concern about portions of the western Antarctic ice sheet due to this warming. It might be best if you folks stuck to reporting on sailing — the thing you do better than anyone else — and left science reporting to the scientific reviews.

Renny De Assis
Pleasant Hill

Renny — Our report was generally a paraphrasing of what was widely reported in the international press. There were later follow-up articles describing how the scientists had either done a bad job of describing what their research had found, and/or how journalists weren't informed enough to understand them. The old lack of communication. We apologize if anyone was misled.

ENVIRONMENTALLY DETRIMENTAL CHANGE

I noticed an item in *Lectronic* recently about global warming. I'm sure that you would find a near-unanimous agreement among scientists at U.S. universities that climate change and global warming have been significant over the last 100+ years. Every major U.S. university now has research teams, courses and public seminars about climate change — not whether it exists, but what is likely to happen because of it.

Please look at www.ipc.ch to see the output of the international science committee on climate change for a compila-

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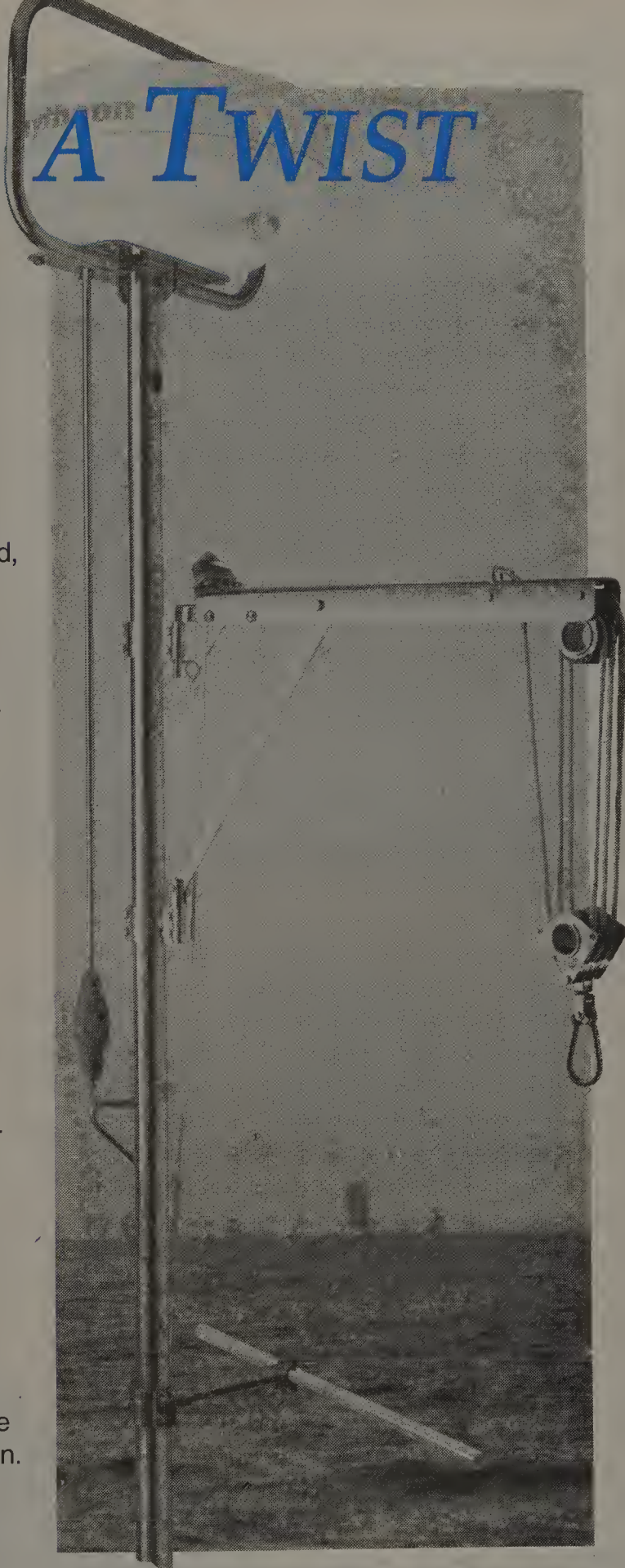
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LETTERS

tion of all recent data.

This is significant, because we are now in a more rational phase of research and policy-making. No, the ice caps are not about to catastrophically melt and submerge all civilization. Yes, we are putting too much CO₂ and organic nitrogen into the environment as a result of fossil fuels and fertilizers. Yes, we will see times of no sea ice in the Arctic in the Northern Hemisphere summer within 50 years. And yes, that will have impacts on the ecosystems there.

Sailors seem to generally be aware of human impacts on our world, and are usually more interested in improving things. I'd like to see your message be correct: things are changing, sometimes in environmentally detrimental ways, and we should continue to work hard at understanding what the mechanisms are and how we can reduce our impacts.

Alan Trimble
Friday Harbor

Alan — Thanks for the pleasant letter.

↑↓GOT RESPONSE

Thanks for printing my letter last month regarding my search for Capri 30 skippers. I received a few emails and some good information.

Tom Rhatigan
Annapolis, Maryland

Tom — You're very welcome.

↑↓RIPPED OFF AT LA ROPA BEACH

We left Puerto Vallarta on January 14, and are now in Acapulco on our way to Panama and the Caribbean. We've enjoyed a wonderful 16 months here in Mexico, and are now looking forward to other cultures and experiences. As we leave, we'd like to offer some advice to other cruisers in Mexico.

Like most cruisers, we became so enamored by the friendly Mexican people and their honesty and kindness, that we never



It takes guts to pull a heist in a crowded anchorage like Z-town.

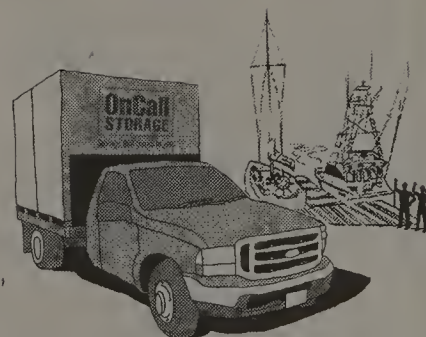
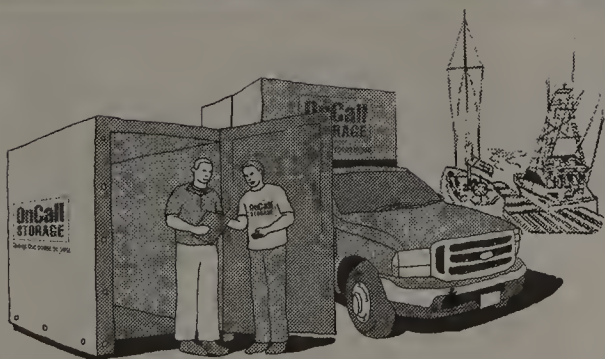
thought much about locking our boat when we went away for a few hours. Well, it finally cost us. We dropped the hook at Playa La Ropa in Z-town on January 22 among about 70 other boats. The next evening, we dinghied over to Starfoam to have dinner and socialize with old friends. When we got back to our boat at 9 p.m., we discovered that someone had been onboard and relieved us of our new notebook computer, a set of expensive binoculars, a set of used Teva shoes — who wants old raggedy shoes? — and Kathy's purse. They got her driver's license and credit cards, but no cash. It seems as though the thief or thieves may have been scared off by our old — and totally deaf — dog Moo Shoo, as they left without taking my wallet and some cash lying next to the computer, the handheld VHF in the companionway, and a spare set of Fujinon binoculars. The computer was carefully unplugged

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LETTERS

and no other damage was done.

Our message to everyone is to be a bit more cognizant that others around you may view you as very wealthy gringos and be tempted. Therefore, use common sense and secure your boat appropriately. This does not mean making it into a fortress — but then you wouldn't leave your car unlocked in the downtown area of a U.S. city, right?

This one unfortunate experience has not changed our opinion about the wonderful, kindhearted, generous and warm people of Mexico. Having lived in seven different countries, we still think Mexico is one of the safest places to be. Nonetheless, we should just not be lulled into complacency by this wonderful country. We need to exercise common sense.

Zihua Sail Fest was a blast! The organizers deserve all the credit they can get in your very much-missed magazine.

Tom and Kathy Knueppel
Tai Tam, Island Packet 40
San Francisco

Tom & Kathy — Having been anchored near you at La Ropa just a short time later, we have to say the thief had a lot of gumption to strike in such a crowded anchorage so early in the evening. We know this sounds blasphemous, but we wouldn't necessarily assume that the perp(s) were Mexicans. Over the years, it's been discovered that many thefts from cruising boats were done by other cruisers.

↑↓ EXCESSIVE PAPER PRODUCTS

I'm incarcerated. I have a subscription to *Latitude*, but I'm not allowed to accumulate excessive paper products. Would you be willing to send me the address of the most deserving hurricane hole where *Latitude* is a rare commodity and would be appreciated? If you can do this, I'm more than willing to box up about 20 issues and ship them to that location. Thank you!

John Craig Uhrhan
Walla Walla, Washington

John — They would love to get more *Latitudes* in places such as Hawaii, Panama, Antigua, and St. Martin, but we don't think you realize how incredibly expensive it is to ship them. But thanks for the thought.

↑↓ \$100,000 AND ONE YEAR

I would shop the Internet for a \$75,000 boat in the Caribbean that had been used for cruising — but not a former charter boat. I would then fly down and buy her, provision her, and sail her around the Caribbean for one year.

Bob Alderson
Northern California

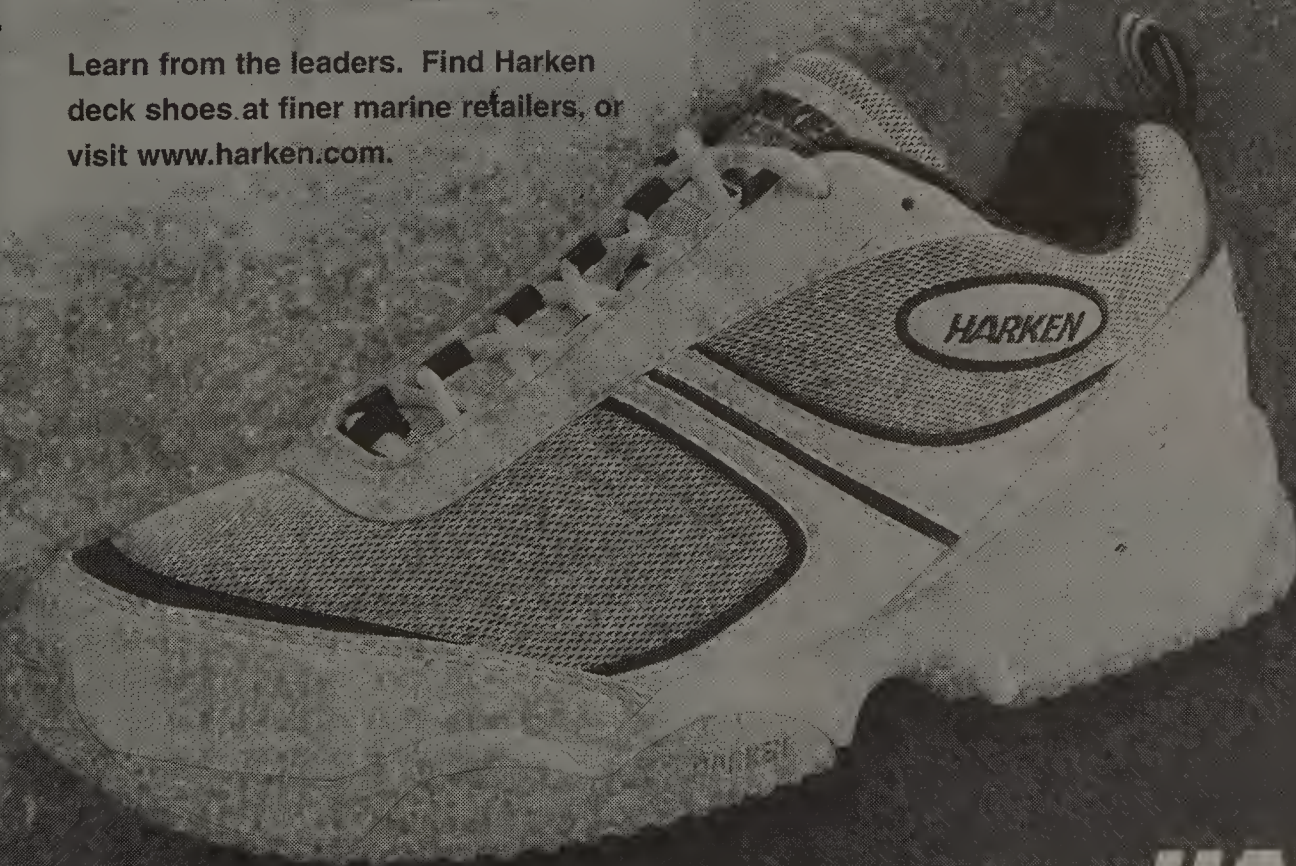
Bob — We have no problem with your destination — as long as you appreciate the fact that it's hurricane season in almost the entire Caribbean from June through the end of November. This has its good and bad aspects. Unless there is a hurricane — which is unlikely — the sailing is generally mellower and the seas are flatter. It's also less crowded in most places. On the negative side, the possibility of hurricanes can't be entirely dismissed. It can be extremely humid, and many of the best restaurants and other businesses close for the off season.

If the best boat for the price is a former charterboat, why not buy her? In some cases, charterboats get used hard and put away wet. Yet in many other cases, they were mainly purchased for incredible French tax benefits and have had very little use. Some are good values.

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LETTERS

↑↓\$100,000 QUESTION

Give me \$100,000 and a year off, and you would find me heading for the South Pacific aboard a Sundeer 64, or maybe an ex-IOR racer, or even a 60-ft gaff-rigged schooner. I'd turn around for home somewhere in New Zealand or Australia, after I spent enough time learning the language and tasting the beer. What's the catch? The answer to this is found in *Latitude's* Crew List. Cruise on somebody else's boat.

First, look at your assets — lots of cash and some free time. But without a sound boat in hand, you are looking at a steep learning curve ahead that may not level out in just 12 months. After all, it's not uncommon for someone to spend five years or more becoming acquainted with their boat and getting comfortable with ocean sailing, navigation, storm sailing, and so forth. And realistically, one year is not enough time to get into the 'cruising mode' on your own boat. It's funny, though, how quickly you can turn into Jimmy Buffet if you are on somebody else's boat and don't have to worry about port fees, watermaker repairs, and the occasional engine replacement.

And don't believe that all skippers looking for crew are incompetent sailors that need someone to run their boat for them. Just the opposite is true, as most are great people who enjoy the company of personable folks while making long passages.

Given \$100,000, a person could easily afford to pay \$5 to fill out a Crew List form. Heck, since you're rolling in dough, what's another \$35 to spend on a *Classy Classified* in the 'Crew' category? When it came time to fly home at the end of



You can cruise to places like Fiji without your own boat.

the year, you'd be able to fly first class — and buy a few drinks for your buddies. And if you still had money in the bank when you got home, you'd now have enough experience to know the cruising boat of your dreams — which, I can assure you, would not have been the one you would have picked at the beginning of the year.

Think I'm just talking through my hat? Fourteen years ago, my wife and I crewed on three different boats as a result of filling out Crew List forms. As a result, we enjoyed two years exploring the South Pacific Islands, Hawaii, and on down to Panama. We did this all on the money we made selling a used BMW.

Six years ago, we bought our dream boat, and started sailing her on San Francisco Bay. In 2000, we headed south, and did the Ha-Ha. We're currently cruising through Mexico and are headed toward Panama with our children, and having a great time.

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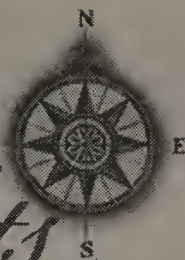
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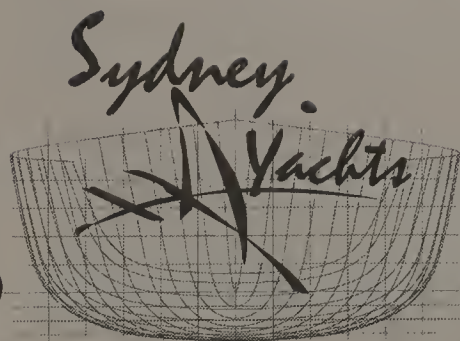
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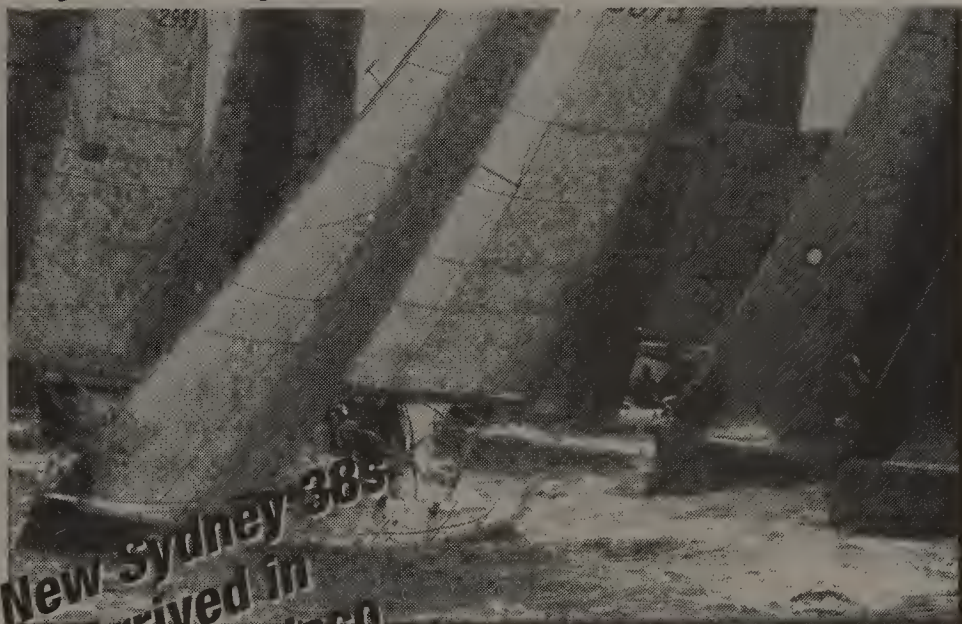


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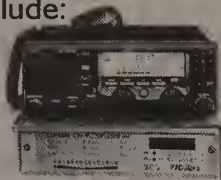
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LETTERS

↑↓SAILING — PLUS WINE, WOMEN AND SONG

As a globetrotting engineer and 100-ton Master, if I had \$100,000 and one year to spend on a cruising boat and cruising expenses, I would buy a boat that's already in the South Pacific. Why? Because Europe will always be there and changes little, while the South Pacific is changing faster than ever and for the worse. Secondly, there are plenty of good cruising boats to be found in the South Pacific that have lots of life in them. Buying a boat in the South Pacific would save you from having to spend the time and money on outfitting the boat — leaving even more money for wine, women, and song!

Norman H. Black
Night Watch
Alameda

↑↓ONE YEAR AND \$100,000

You asked what we readers would do if we had \$100,000 and one year for a cruise. I'd put our house up for rent/lease, pack up the family, drop the dog off at my sisters, then look for a 38- to 50-ft trimaran out of Southern California or preferably Mexico. I'd allocate about \$55,000 to purchase and outfit the boat. As for the itinerary, I would spend winter and early spring in Mexico, then head west to the Marquesas. From there, I would head south and west until I ran out of time. My whole idea would be to leave the rat race — especially the race part — as far behind as possible. At the end of the year, I'd sell the boat and fly home with great memories — and hopefully an itch to do it again but for longer.

Renny De Assis
Former Trimaran Owner
Pleasant Hill

Renny — To each their own, but \$45,000 seems like an extravagant cruising budget for one year. Are you sure you're not budgeting for three years?

↑↓NEED HELP WITH MY BOAT NAME

Can you help me? My boat's sail number is 8238, which was assigned to my Morgan 382 in 1978. She has always



'Coast Starlight Ltd.' racing on the Bay.

been named Coast Starlight Ltd., but for some reason she is more often than not identified as Starlight Express Ltd. This most recently happened in the 'Lectronic Latitude cover-

age of the Three Bridge Fiasco. I suspect that sometime in the previous century in a land close by, an assumption or other interesting error made it into a database. I have waited patiently to be photographed and published in your esteemed magazine, but it seems that I've been usurped by a lookalike. Your thoughts?

John Day English
Coast Starlight Ltd., Morgan 382

John — Our thoughts are that it's an outrage. Here's a photo of your boat, identified properly for once.

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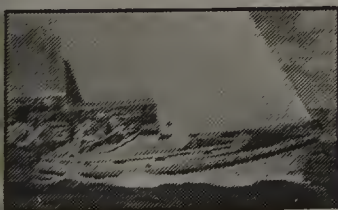
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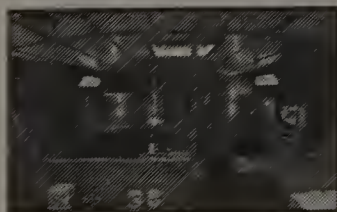


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LETTERS

THE TRIPLE CHROME HORN GANG

I thought you guys would be the right ones to know about Sea magazine's wonderful piece-of-crap article on Mag Bay that appeared in their February 2002 edition. The article is about three dopes from the Northwest who take a 43-ft Tiara open motoryacht from Seattle to Cabo. On page 93 of that issue, they offer some really great tips on how to handle all of the "banditos" that feed upon the visitors in the Mag Bay area.

Also, our friends aboard the Tayana 37 *Aventura* sent us an email before Thanksgiving last year mentioning that an eight-foot croc was seen swimming around the anchorage at Tenacatita Bay last year before disappearing up the river. They said it kind of made them nervous about getting in the water and cleaning their bottom! We had seen a smaller croc up the river earlier last year.

Ron and Valerie Hoskin
Valerie K, Columbia 43
Alamitos Bay

Ron & Valerie — It's not often that we break out laughing while reading a cruising article, but it happened as we read the Sea magazine article you refer to. The unidentified author quotes broker/crewmember Vic Parcels as saying that, "Mag Bay was hard to get into — and extremely dangerous." As anyone who has been to Mag Bay can tell you, it's about as hard to enter as the Golden Gate.

It got worse. Parcell said that after anchoring, his crew had to maintain a watch against "local banditos." In fact, he claimed that, "Every hour to hour-and-a-half, a panga would come to the boat. We scared them away with floodlights and triple chrome horns — and we kept the flare gun ready as the final deterrent." The final deterrent to what, having some friendly locals sell them some lobster? We know of countless cruisers who have enjoyed Mag Bay, and we've never once heard of any problems with 'banditos'. We doubt this article was written by Capt. John Rains, Sea's expert on Mexico.

As for crocs, we just returned from a sail from Puerto Vallarta to Z-town, and can confirm that large crocs are plentiful and on the loose. In the little town of Manzanilla on Tenacatita Bay, there were quite a few crocs — some of them well in excess of eight feet — in a fenced-in area at the end of the main street. The fence, however, had holes big enough for hippos to slip through. Later, while on La Ropa Beach in Z-town, there was a

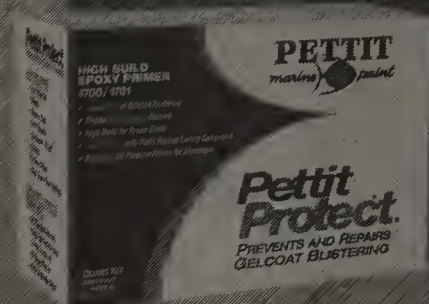


large croc completely loose in a small lagoon not 25 feet from where we ate breakfast most mornings. When we stopped by to take his photo the last day we were there, he was gone. His tracks led

There are crocs everywhere on the west coast of Mexico, including Manzanilla.

right to the water's edge, where countless people swam each day. From all we can tell, there are lots of crocs and lots of people on the coast of tropical mainland Mexico, and so far they all seem to be getting along.

LATITUDE / RICHARD



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LETTERS

CRUISING FIXES

Our American Express card was also hit hard last year in Mexico. We don't use the card very often, and believe the fraud was either by a car rental agent in P.V. or a restored hotel in Guadalajara that the agent had so strongly recommended to us. American Express admitted that this kind of fraud was a big and frequent problem in Mexico.

Michael Pardee might want to know that I felt it necessary to do the teak decks on my Cheoy Lee Offshore 50. I probably would have paid a big bill to have it done, but I couldn't find anyone that I felt was competent for the job. I finally devised a way that I thought would work, bought some special tools — and designed and made yet another tool that was necessary. My decks have looked so wonderful for the last five years that many people think I now have a new boat. They look good and I expect them to stay that way.

If anybody wants to know in detail how I did it myself, they can email me at erniecopp@aol.com. Or if someone wants to come to Long Beach to see my decks and the special tool that was necessary, they are welcome with advance notice. My boat is about 10 years older than Pardee's, and the job on their boat would be easier if they have stainless screws instead of the Chinese silicon bronze that my decks were fastened with. The cost was minimal except for the labor, which I did myself.

I don't normally care for the notes of praise about marine service companies, because magazines are reluctant to publish the more common complaints about such companies that would give a balanced picture. But in this case, there are so many complaints and bad rumors, that I think my praise is proper. While in Mexico last year, my Benmar autopilot went out. Because of Pauline's seasickness, I basically singlehand the boat — and I'm well over 70 years of age. So I stopped at Cabo and had Cabo Isle Shipyard install a new Robertson control head on my Benmar drive motor.

The installation looked properly done, but when I left, it blew a fuse after just three hours of use. When I came back, the tech installed a heavier fuse. That one lasted only six hours. By then, I gave up on the repair and kept heading north on our Baja Bash. By the time I had hand-steered to Isla San Martin — after some stops, of course — I was pretty tired, so I laid over there and removed the drive unit to see if I could find the problem that was melting rather than blowing the fuses.

The fix was pretty obvious after I got the unit out and taken apart. The technician had replaced all the power cables with heavier wire than the Robertson required, but made his connection to the old fuse holder — which was not heavy enough. The resistance there was melting the fuses as well as the fuse holder. An additional four inches of wire would have avoided the problem. I bypassed that connection with a heavier fuse assembly, and that took care of it.

Upon returning home, I received the final invoice for \$930 dollars from Cabo Isle Shipyard. I asked for a \$600 credit, since my spending a lot more for the installation in Mexico had given me very little benefit. To my surprise, I received a reply from the manager, Ari, that he was sorry for the problems I had, and he felt it was only fair to credit me with the full \$900, not just the \$600 that I had asked for.

If other cruisers have problems at Cabo Isle Shipyard, I suggest you talk to Ari rather than just complain about poor workmanship.

Ernie Copp
Orient Star, Cheoy Lee 50
Alamitos Bay, Long Beach

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LETTERS

INSURANCE

Can you tell me what insurance requirements exist in Mexico for visiting American boats, and what enforcement procedures/actions are common?

Mike Wilmer
Planet Earth

Mike — You don't have to have any insurance to go to Mexico, but you may want some. There are two kinds of insurance. The first kind is the 'normal' boat insurance that protects you in case your boats sinks, catches on fire, gets dismantled, or results in somebody being injured. A lot of folks who go cruising to Mexico have it, and a lot don't. There is no law that requires you to have such insurance, however, many marinas won't rent you a slip unless you can show proof of it.

Then there's Mexican liability insurance. Suppose that you badly injure some Mexican child while trying to dock your boat. If you have Mexican liability insurance — which can be purchased almost anywhere — you probably won't go to jail. But if you only have regular boat insurance from the U.S. — even if it includes liability coverage — you may find yourself in hot water unless you have lots of cash on hand. Once again, lots of cruisers have this insurance, but many others don't. You probably won't need it, but lord help you if you do.

THREE CAL 27s

I have a 1974 Cal 27 T/2, which I love. I've spent the last few years restoring this remarkable boat, and was wondering if you have any additional information on it. I also understand there may have been two other original 27 designs by William Lapworth — the 27 Pop Top, and the Cal 2-27. I know these boats are seaworthy, but I was wondering if you have any stories of their adventures.

I would very much appreciate any original articles/publications on my boat in that I do not have any of the original sales information, etc. Do all three versions have the innovative hollow keel (weight distribution very low). How many T/2s were/are there? Does it have the same hull as the original 27 or the 2-27? Thanks!

Kevin D. O'Leary
Misty, Cal 27 T/2
Marina del Rey

Kevin — After punching in 'Cal Sailboats' on Google, we came up with several relevant sites, including <http://pages.sssnet.com/go2erie/calhome.html>. According to this site, whose author isn't identified, Jensen Marine built three entirely different 27-footers, several of which were offered in modified versions. The first Cal 27 was splashed in 1969, had a nine-foot beam, and came as a Pop-Top. The T/2 was a racing variation of this design. In '73, Cal launched another Lapworth-designed 27, the Cal 2-27, which displaced 6,700 pounds — nearly 1,300 pounds more than the original. Unlike the original Cal 27, it had three inches more of beam, standing headroom, and most came with inboard engines. In 1983, the Cal 27 Mark III was launched. She was lighter, narrower, had a longer waterline, and deeper keel than the 2-27 — and naturally was the fastest of the three.

We assume that the above information is correct, but can't guarantee it. After all, elsewhere on the site there is a photo — lifted directly from Latitude — of Stan Honey sailing his Cal 40 Illusion on a great spinnaker run. The caption claimed that Honey had just started the Singlehanded TransPac, which is nonsense, of course, because you don't get 25-knot easterlies on June afternoons in San Francisco.



Hans Christian

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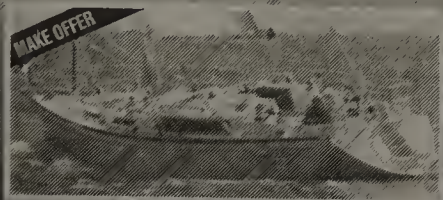


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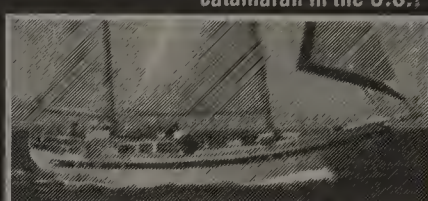
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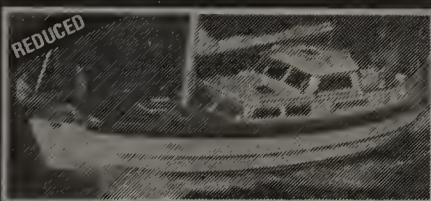
52' HANS CHRISTIAN CHRISTINA CUTTER, '87
Rare two stateroom, good cruise equipment,
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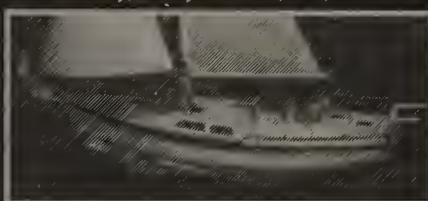
51' FORMOSA KETCH, '77
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**43' CHEOY LEE MOTORSAILER, '83, Perry de-
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full batten main, furling headsail. \$139,000.

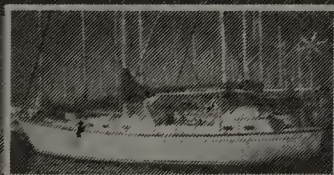


43' IRWIN MK-III SLOOP, '88. Custom decorator
interior, UK full-batten main w/lazy jacks, Hood
furling, maststeps, Sunbrella dodger. \$144,000.

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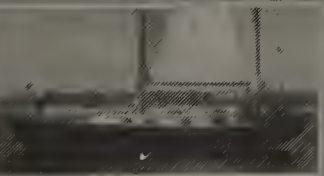
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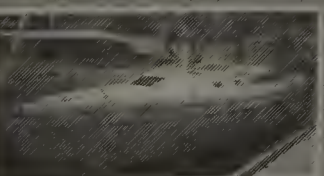
38' C&C SLOOP, '76
Newer Yanmar diesel, great sail inventory,
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32' HUNTER VISION, '89. Yanmar dsl, excl
electronics, new maroon LP, Corian counters,
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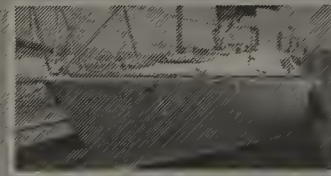
35' CATALINA sloop, '85, maintained to high-
est standards, varnished interior, Hood fur-
ling, east cockpit cushions, upgrades. \$69,000.



35' O'DAY SLOOP, '84
Swim step transom, comfortable cockpit,
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34' STEEL MOTORSAILER, '97
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Some boats shown may be sisterships.



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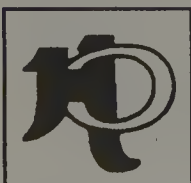
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LETTERS

↑↓SHE'S A 39, NOT A 32

I know those editing gremlins sneak in from time to time, but there were two glaring ones in a recent *'Lectronic Latitude'*. First, if Tony and Terry are doing a circumnavigation aboard the Ericson 32 *Maverick*, you've besmirched their names regarding the 'Marina del Rey racing stripes', for the photo you published was of an Ericson 39. In addition, you must have had an 'old timer's moment' when you called F-28s catamarans, for they are surely trimarans.

Who loves you, babe? Me, for sure, but I couldn't let those errors pass. You still have the best boating rag — and electronic one — around!

Chris Chesley
Tustin

Chris — Thanks for the bad and good comments. Just so everybody is clear on it, 'Lectronic is slapped together quickly each day it is run, so there will always be an inordinate amount of spelling, grammar, and other errors. In the case of Tony and Terry's boat Maverick, that was indeed her in the photo, we just hit a 32 instead of a 39 by mistake. Trust us, we know the difference between the Ericson 32 and Ericson 39, which don't look alike at all. As for the F-28s, at least we didn't call them monohulls.

↑↓LET'S DO IT AGAIN

Three years ago we had a great experience bringing eight semi-pro sailors over from Europe to race on the Bay. And we'd like to do it again. So we're looking to charter a proven racing yacht — J/120, Express 37, Sydney 38 or equivalent — for two weeks during the St. Francis YC Big Boat Series. Our crew will have significant racing experience, including many offshore campaigns, winning in one design classes and such. Resumes available. If you have or know of a suitable boat, please contact me at Peter@Baldwin.com.

Peter Baldwin
San Francisco

↑↓PESOS OR DOLLARS?

I sincerely hope the fee you proposed for an annual cruising permit in Mexico was in pesos, not dollars. Because for us Canadians, \$350 U.S. equals about \$500 Canadian. And that's outrageous! When privately-owned foreign yachts enter the United States, a year's cruising permit only costs them \$20.

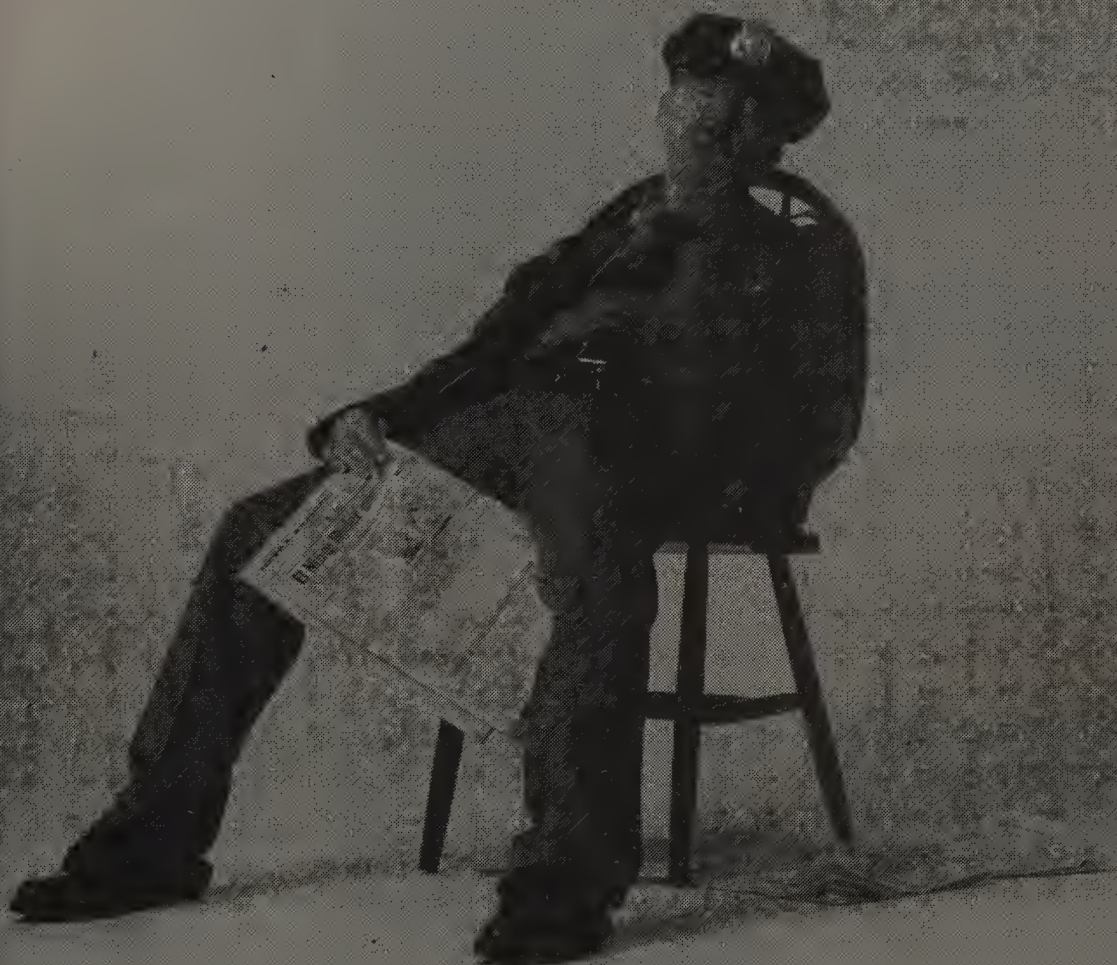
Why should cruising vessels pay \$150 to \$350 U.S. for a cruising permit in a country where marinas, many of them not very well maintained, are already much more expensive — from 55¢ to \$1.10/foot/day — than in the United States? Furthermore, A.P.I. is charging for anchoring in many ports — as much as \$10 per day. Fuel costs are extremely high compared to the United States, and nothing else is a bargain anymore. So what are we paying for, sunshine and Spanish lessons? We can get that in the U.S. from California to Florida for free.

We are in total agreement that the Mexican port fees now charged are aimed at commercial vessels and totally inappropriate for private noncommercial vessels. However, we believe an annual permit should be about \$150-\$350 pesos — or at today's exchange rate, about \$15 to \$38 U.S.

Here's an interesting fact: If a vessel is berthed in a marina where there is an 'authorized' individual who is permitted to handle the check in/out paperwork on behalf of the port captain, *there is no port fee nor port development fee charged!* Why is that? The marina may charge the vessel a

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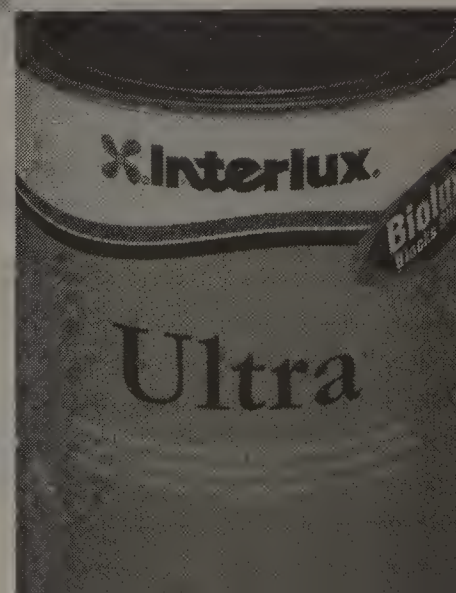
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LETTERS

fee for doing the paperwork, but that usually amounts to anywhere from \$25 to \$35 total. We have documented that this is the case for at least three marinas: Marina de La Paz, Marina Palmyra in La Paz, and Marina El Cid in Mazatlan.

Would this proposed cruising permit also mean that the captain and crew of vessels would not have to exit the country every six months to renew visas? We're interested, because this is a costly venture — considering the extreme expense of airfares these days, the long and dreary and not-all-that-cheap bus fares, and outrageously expensive gasoline and toll road levies for private cars? Or perhaps would it require that all persons permanently with the boat obtain the FM8 documents that cost approximately \$100 U.S. for each annual renewal?

Cruising Mexico today reminds me of the sentiment in Shel Silverstein's poem: "The saddest thing I ever did see / Was a woodpecker peckin' at a plastic tree. He looks at me and 'Friend,' says he / 'Things ain't as sweet as they used to be'."

Mike and Anne Kelty

Michaelanne, Whitby 42 Ketch
Zihautanejo, Mexico

Mike & Anne — We came up with the \$150 to \$350 U.S. fee because we think it's best to deal in the realm of the possible. If you approach the Department of Tourism or the SCT with the idea of an annual cruising permit that costs the same as, or less than, what checking in and out of a single port costs today, they would think that you're insulting them. You'd have as much luck as trying to get the Golden Gate Bridge District to reduce the bridge toll back to 25 cents.

We don't see the connection between the price of a cruising permit and the price of slips. One is a government fee and the other is private enterprise. It's also important to remember that it's extremely easy — and pleasant — for cruisers to spend entire seasons without ever staying at a marina. And it's not as if the weather/cruising is anywhere near as good in California and Florida. Also, need we remind you that many slips on the East Coast are more than \$1/ft/night, and that in places



Isla La Peña, near Jaltembra, one of the great places in Mexico.

like Key West they run about \$2/ft/night — on the off chance you could even find one.

Be careful when comparing costs in Mexico versus the United States. For if you start complaining about gas and berths being more expensive in Mexico, somebody is likely to ask you to compare annual incomes or the value of residences. Or start bitching about airport taxes and hotel taxes in the United States — the latter of which can be almost 18% in some major cities.

Are things as inexpensive in Mexico today as they were a few years ago? No, particularly not in the more populated areas. But it's still possible to cruise Mexico on very little money — as long as you stay out of marinas, don't eat out every night,

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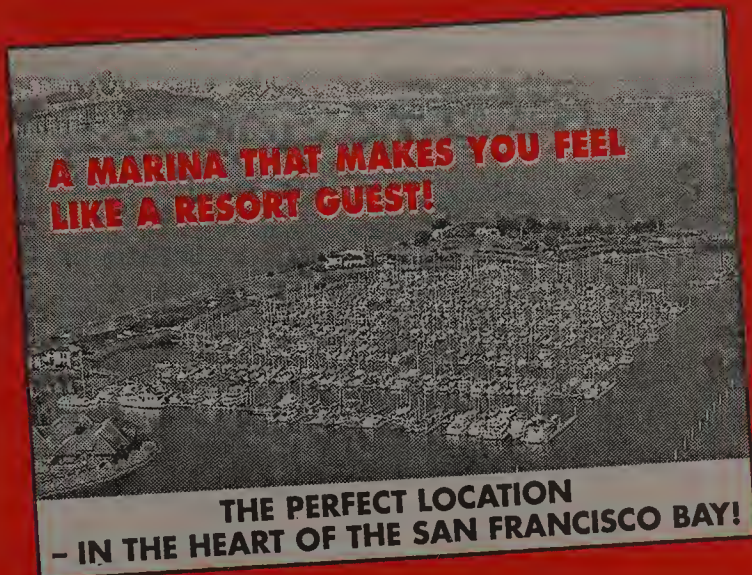
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LETTERS

avoid tourist areas, and sail rather than motor. A thrifty couple can still have the cruise of a lifetime in Mexico for \$750 a month — even if there was a \$250 annual cruising fee. And for \$1,000 a month, a couple could cruise and enjoy quite a few extras.

Mexico is out of line with their check-in fees and procedures, but it remains one of the very best — and least expensive — cruising grounds in the world.

↑↓CHANGES NEED TO BE MADE

My boat's in a slip — the first one since November of 2000 — at La Marina de Acapulco. There are two other cruising boats here, *Po O'ino Roa* and *Dolphin Spirit*. After sharing the single copy of *Latitude* that my girlfriend brought down two weeks ago, Laurie from *Dolphin Spirit* noted that all three boats were in that issue. *Po O'ino Roa* had a letter published, and both *Secret O' Life* and *Dolphin Spirit* had articles in *Changes*. What a small world. There were another three cruising boats at the Club de Yates de Acapulco, none of which were in that issue of *Latitude*.

On the ongoing subject of checking in and out of Mexican ports, I agree wholeheartedly that some sort of change would be nice. At the very least, it would be nice if the law was administered uniformly throughout the country. I'm not complaining here in Acapulco, though, since I was able to stay at the marina for the price of checking in and out! Gisela, the manager, explained that six months ago she made an arrangement where she became the port captain's delegate, and only had to pass on reports to him once a month. There are no fees involved! Not for the port captain, nor API — and this is with the blessing of the port captain.

Two nights in the marina for my Union 36 cost 440 pesos. Had I stayed on the hook and checked in and out myself, I would have paid 296 pesos round trip for the port captain, and 140 pesos in API fees — for a total of 436 pesos. So it only cost me four pesos more to stay in the marina!

I understand that the Club de Yates also performs a similar service — although their daily berth rates are higher. I believe the Las Hadas Marina in Manzanillo has a similar arrangement with the Port Captain there.

La Marina was hit hard by a hurricane several years ago, and the docks are in poor condition, and don't have much water. There is power at the slips, and a wonderful rooftop pool makes up for other shortcomings. The location is good — close to the old town as well as the cliff divers, and well away from the tourist zone with all the high-rise hotels.

Terry Bingham
Secret O' Life, Union 36
Eagle Harbor, Washington / Mexico

Terry — The lack of uniformity of clearing rules is as exasperating as the waste of time and money. We know several other harbormasters who have worked long and hard to become delegates for the port captains — but were denied. Mexico needs to get its act together in this regard.

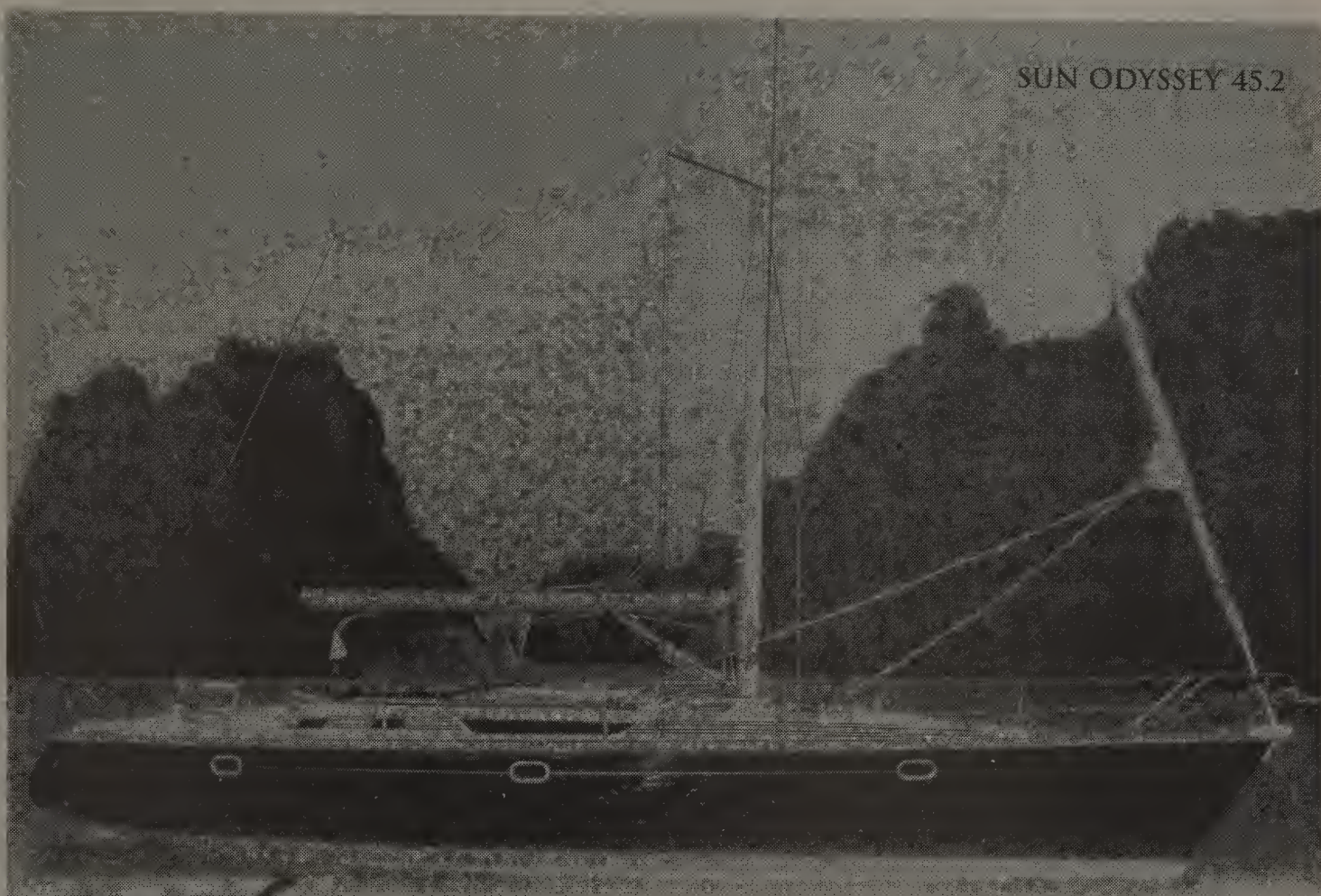
↑↓CHECK-IN FEES AND PROCEDURES

Thanks for suggesting a letter to be sent to various officials in an attempt to get the check-in procedures and fees in Mexico changed for the better. What follows is what I sent — note the changes I made. But wouldn't these letters get better results if they were written in *Español*? Maybe the officials would at least read them!

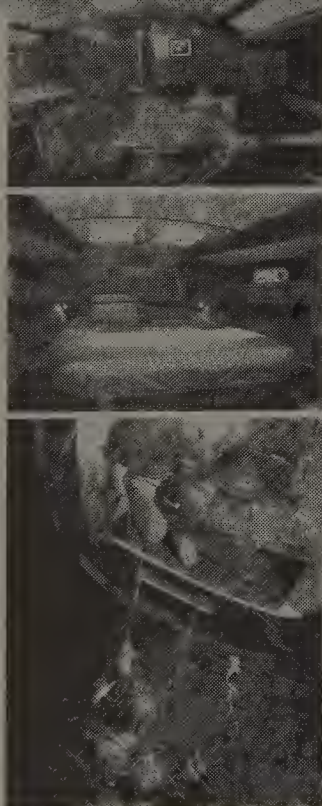
to: lnavarro@mexico-travel.com

CC: rgraham@mexico-travel.com

Dear Lic. Berta Leticia Navarro Ochoa, Secretaria de



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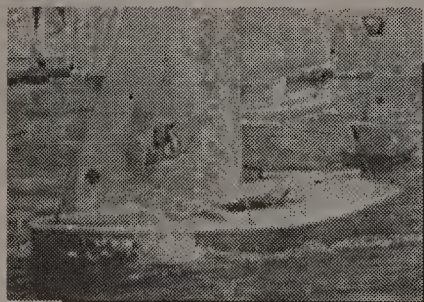
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Turismo,

As a mariner who loves the people, culture, land, and seas of Mexico, I want to respectfully object to the clearance regulations that were put in place by the SCT in January of 2000. I believe the regulations are bad for tourists by boat as well as bad for Mexico. These changes made clearing in much more expensive and time-consuming. In some cases, it could cost close to \$120 U.S. in fees and probably more than a day of waiting in lines to cover just 20 miles!

Please realize that many of the boat tourists are retired people living on fixed incomes and pensions. They are spending their money in Mexico and supporting Mexico's economy already. Fees are very important to them.

In the short term, the effect is to discourage tourists by boat from visiting places with port captains, thereby denying business to nearby marinas, restaurants and stores. In the long run, the effect is to discourage Americans from bringing their boats to Mexico — at a time when the government of Mexico is investing \$220 million to lure Americans down a 'nautical stairway'.

We believe that it is in the best interest of Mexico to offer boat tourists a reasonably-priced annual cruising permit — as is done in many other countries where boat tourism is popular. Upon entering Mexico, the owner of a vessel would pay a one-time fee — say \$150 for boats under 45 feet to \$300 for large boats — to purchase a permit that would allow his/her boat to travel about Mexico without having to check in with each port captain — or perhaps check in by only dropping off a crew list and having the permit stamped. Such a system would be much more attractive to boat tourists, yet would provide the Mexican government with an efficient means of collecting a cruising fee and keeping track of all boats and tourists. This is a very important issue for boat tourists — and for Mexico — so I hope that you will give it serious consideration.

It is our observation that many more boats than ever before are leaving Mexico this year and heading south or west. Mexico isn't the only place in which they can enjoy tropical conditions. We have been in Mexico for seven years and are planning to leave also.

Herman and Nancy Ford
Sea Tern
Portland, Oregon

Herman & Nancy — We italicized the areas of our sample letter that you modified or made additions to. As for sending the letters in Spanish, we don't think that's necessary. If somebody works in the Department of Tourism in Mexico, they know how to speak English.

THE PROCEDURES ARE A PAIN AND A WASTE OF TIME

I fully support your position that there needs to be changes in the clearing procedures in Mexico, because in their current form they are a real pain and a waste of time. As a result, many cruisers are now planning their itineraries to avoid places with port captains.

In fact, one of the reasons I stopped here in La Cruz was because the 2001 edition of Pat and John Rains' *Mexico Boating Guide* made no mention of a port captain. (They did report that the Mexican Navy occasionally comes by — which they did last Monday, conducting very thorough drug searches.) I should have known that there would be a problem with the guide's description of La Cruz, as the coordinates for the anchorage are off in their drawing by more than four degrees in both latitude and longitude. They got the co-

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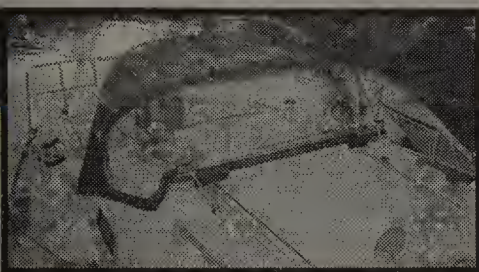


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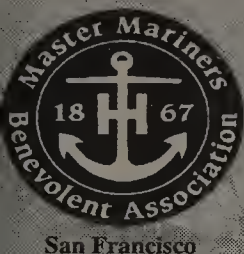
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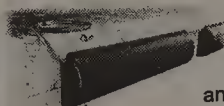
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LETTERS

ordinates correct in the text, but not in the drawing.

The main reason that I'm writing is to make a slight correction to your well-written January *Sightings* article about problems with clearing in and clearing out. You wrote that you had to visit the port captain, the bank, then the port captain again. But there is no bank in La Cruz. (There's not even an ATM, the nearest being at Bucerias — where you're lucky if it's working.) So unlike most other places in Mexico, in La Cruz you pay your fees directly to the port captain. Just don't try to pay with large bills, as he doesn't have much change.

In any event, the La Cruz Port Captain was extremely efficient and courteous. And it only took me ten minutes to check in and out. I will type up the letter and email it to all those mentioned in the January issue. Nonetheless, I'll be writing a letter to the Mexican officials you suggested in the hope that they'll get the procedures changed.

I also enjoyed reading about Philo's Place here in La Cruz. The veteran of the 2000 Ha-Ha with Cal 36 *Cherokee Spirit* hosted the best Christmas potluck that I've ever been to. There was so much delicious food that it truly was a Christmas feast. The local kids also made out, as Santa came by and handed out small gifts.

Thanks again for the 2001 Ha-Ha. It was great fun, well-organized, and a wonderful way to start my cruising life. My crew and I enjoyed it immensely. After the Ha-Ha, I hung around Cabo for a while, then headed for Mazatlan's old harbor, and Isla Isabella. When I got to San Blas, I was so insistent that they let me clear without an agent that I didn't have to use one. I also enjoyed Jaltemba before being anchored here at La Cruz for a month. I'm looking forward to your Spinaker Charity Cup just prior to the Banderas Bay Regatta in March, and if I can get some crew I'll be out on the course with the fast boats.

Joe Scirica and Pipsqueak The Cat
Music, Beneteau 40 CC

Redondo Beach / La Cruz de Huanacastle, Mexico

Joe — You're correct, there isn't a bank in La Cruz. But when there is one, you will have to sandwich a visit there between trips to the port captain.

As if the clearing problems in Mexico weren't bad enough, when Carl and Kim Schiele of the Texas-based *Valiant 42 Querencia* tried to check out of Puerto Vallarta on January 29, they were told they had to use a ship's agent. Carl wasn't very happy about it, as he used to be able to do it in about 90 minutes. Now he had to pay an extra \$20 U.S., and he had to wait nearly six hours for the agent to complete the job. The procedures for clearing in and out of Mexico stink, and they are getting worse.

LETTERS TO MEXICAN OFFICIALS

I think your recommendation regarding an annual cruising permit for Mexico is a very good one. So I sent email messages to both officials that you suggested. However, one of the letters — the one to inavarro@mexico-travel.com — was returned with a "fatal error." The text in your magazine indicates that the 'I' in *inavarro* is in caps, and I had sent it off in lower case. I will resend it with a capital letter, but do you know if it's still a valid address? It's fairly important that I find out, as I sent the address to all of our cruising friends and off to another magazine to get their support.

Update: I just did some more checking and the error was mine. It seems that I can't distinguish between 'i' and 'l'. I will resend and notify all of my cruising friends of my mis-

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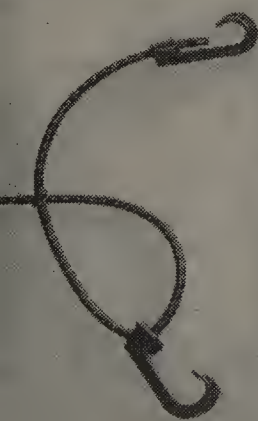
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LETTERS

take. Thanks again.

Tom Blandford
*Gracias
Paradise*

Tom — Several others complained of their messages not getting through — until they doublechecked and made sure they copied the addresses correctly.

⇅ MEXICAN CLEARANCE

Here's a copy of the email we sent to Lic. Berta Leticia Navarro Ochoa, Mexico's Secretario de Turismo:

"My husband and I are sailing our 45-ft sloop down the coast from our home in Tacoma, Washington, to Mexico. We have been eagerly looking forward to our stay in your beautiful country — until we heard of your new requirements for boaters, the clearance regulations put into place by SCT in January, 2000. These regulations are not friendly to boaters, and are not in the spirit of the Mexico-American commitment, as expressed today by Jorge Castenada, Mexico's Foreign Minister, on PBS Television's McNeil News Hour, to 'freely and legally and more expeditiously move people and goods between our two countries.'"

The SCT clearance regulations penalize cruisers visiting Mexico by boat and do not support Mexico's investment of \$220 million to lure Americans down a 'nautical stairway'. In fact, the clearance regulations will cause American cruisers to avoid the very towns where Mexico is investing millions in facilities to attract them.

We've been told we will be required to check in with the Migración office and the port captain in each town we visit that has a port captain. Check-in includes the deposit of a substantial fee with a local bank and returning to show proof of deposit to the port captain. Depending on where the bank is located, this could take two days. We will then be required to go through the same process all over again to check out. Another visit to the port office. Another trip to a bank to make a deposit. A return to the port office to show proof of deposit. This could make a quick stop for fuel, supplies or sightseeing a three or four-day event.

We are not opposed to paying fees to cruise in Mexico. Many countries require the owner of a foreign vessel to obtain a cruising permit and pay an annual fee. We also understand that security is even more important now, than it was before 9/11.

The time requirement is the real problem. We will, most likely, try to avoid towns with port captains. Those towns will lose our business revenues. Most boaters will shop and refuel elsewhere. Not because we don't want to pay the fees — although \$40 per visit gets expensive — but because of the time now required to check in and out.

Our plans had been to stay for some time in La Paz, have friends and family meet us there to go sailing, and then return to La Paz. We planned to do the same thing from other locations down the coast of Mexico. Most people have only one week of vacation, and spending two to four days of it waiting for us to clear out and clear back in is a big problem — and it's not good for Mexico, either. Our guests are required to sit on the boat, waiting for us to go through this complicated procedure, instead of enjoying Mexico, shopping for Mexican food and products, and contributing to the Mexican economy.

We believe it is in the best interest of Mexico to model the regulations for boating tourists on a reasonably-priced annual cruising permit, similar to what many other countries

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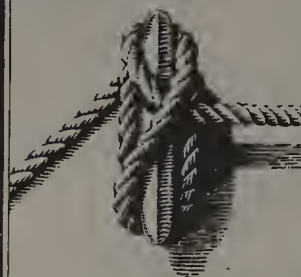
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LETTERS

are now using. Upon entering Mexico, the owner of the vessel would clear customs, immigration and the port captain's office, present their boat's documentation and picture identification, and pay a one-time fee of around \$100-\$300 U.S. for a permit that would allow their vessel to travel freely in Mexico. The permit could be renewable annually at additional cost.

Instead of the complicated and time-consuming SCT process, an annual permit would be quick and simple for the boat's owner and efficient for the port captains to administer. The owner would present the permit and a crew list to the port office to be stamped at each port of call. It would provide the Mexican government with an efficient means of collecting cruising fees and of keeping track of all tourists, even the boating variety.

We were greatly impressed with Foreign Minister Castenada's remarks about the sincerity of Presidents Fox and Bush to improve the Mexican/American relationship. Cruisers love Mexico. Replacing the SCT clearance regulations with an annual permit and fee would be viewed in our country as a welcoming gesture to all American boating tourists and would ensure that their love and respect for Mexico is returned.

P.S. We initially were unable to send our email because we mistook an 'l' for an 'i' in the email address.

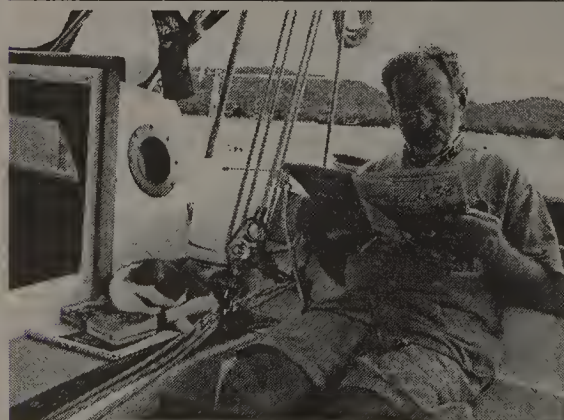
Ed Isenhardt and Wendy Isenhardt
Integrity

↑↓ IS THE CAL 34 SUITED FOR EXTENDED CRUISING

Thanks for such a great sailing magazine. I look forward to it each month, as it keeps my cruising dreams alive and well. By the way, I was wondering how well suited a Cal 34 would be for extended cruising — particularly in heavy weather. My plan is to spend a season down in Mexico, then sail across to the Pacific Islands.

R.W.
Un Bel Di, Cal 2-25
Moss Landing

R.W. — Thanks for the kinds words. All we can tell you about Cal 34s is that lots of folks cruise aboard them in Mexico



Mike Cannady catching up on the cruise news.

and elsewhere. In fact, the photo you see here is of Mike Cannady of the Cal 34 Mark III Wild Rover. Having started out in Washington, they're now down in El Salvador and are continuing on.

There are certainly more robust boats than the Cal 34, so it's up to you to decide where your comfort level is at. It would also be nice if we heard from other Cal 34 owners who have taken their boats cruising.

↑↓ CHARTERS IN BAJA

My family and I want to do a bareboat sailing trip to Baja this spring, but we haven't found many companies or private parties that can accommodate us. If you have any contacts, I

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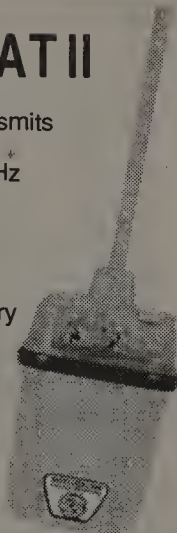
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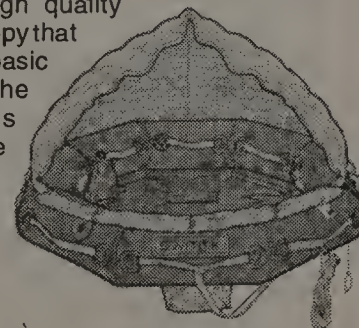
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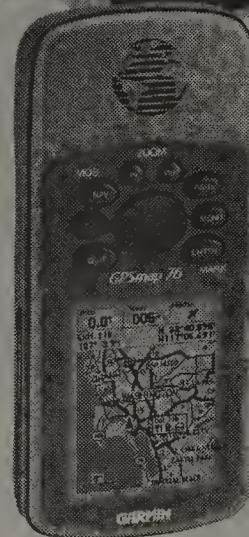
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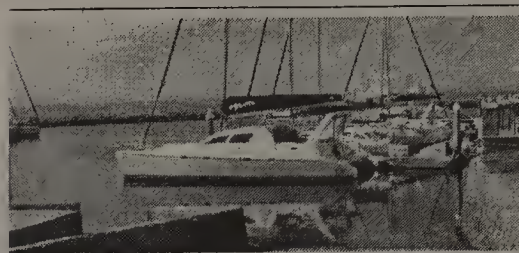
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LETTERS

would greatly appreciate it.

Matt Cohen
San Francisco

Matt — The only game in town is *The Moorings*, which has quite a selection of boats, including several catamarans at their



LATITUDE / RICHARD

base in La Paz. A while back there was a rumor they had closed that base, but that's not the case. Cheap advice: Don't book your charter too early in the year or the

The Moorings' facility at La Paz.

water will be too cool for pleasant swimming.

WHAT'S IN A NAME?

We read the January letter from the other trimaran named *Perpetua* — and do find it interesting that two trimarans would have the same name. I don't know of any monohulls with the same name, but I'm sure there must be some.

As near as I can tell, the name comes from one of two sources. One is a saint from the Roman days of Christian persecution, the other from a cape on the Oregon coast. Since my vessel was built in Oregon in the mid '60s, I don't think she was named after a saint — but you never know. My boat came with that name and I left it as such because it seemed appropriate for a boat built in 1964. She is currently alive and well in Mexico and, as you know, participated in the '99 Millennium Ha-Ha. We were awarded the prize for the oldest boat.

One other interesting fact. When I sent you the coordinates of the rock I hit in Banderas Bay, I also sent them to Pat and John Rains. They sent back a note saying they would name it *Roca Perpetua* in their next edition of their *Mexico Cruising Guide*. So the name will endure even longer!

Pat and Susan Canniff
Perpetua, Piver 40 Victress Ketch

I LOVED MY TEDDY BEAR

It's great to hear from a past *Teddy Bear* owner. After you sold her in 1986, she was owned by Charles Hayes and Ron Ireland, then subsequently sold to Gene Anthony in 1993. I purchased her in 1995 and happily sailed her on the Bay until a daughter and house came my way in 1997. I regret that I cannot find the name of the young carpenter who bought her from me.

During the time I had the pleasure of owning this sweet boat, with help from the Bear Boat Association I repaired frames, did extensive refastening and recalking, cleaned up and painted the interior, and revarnished her interior and exterior bright work. Repairs and upgrades were a constant feature of owning this old boat. She briefly returned to racing by attending several Bear Boat Class races, she sailed in the 1996 Master Mariners Race and even won her class in the 1996 Wooden Boat Festival class race.

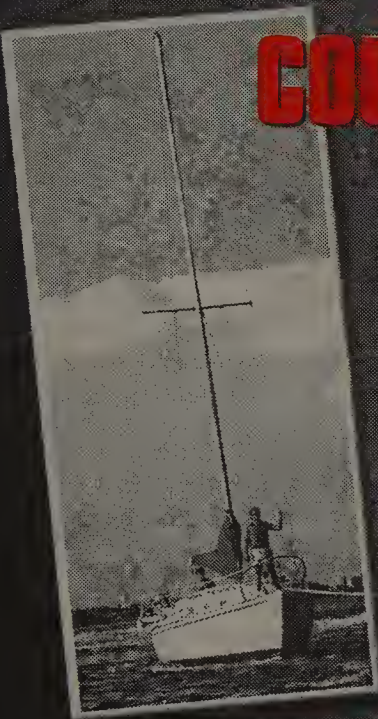
I loved this boat, and still miss sailing her. God willing she's still the oldest Bear boat on the bay. Bear Boats forever!

Mark Frost
Alameda

HERE'S WHAT'S UP WITH DOC

I want to make some minor corrections to a report you

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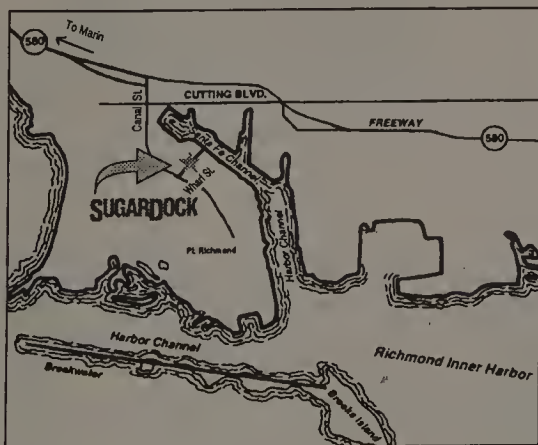


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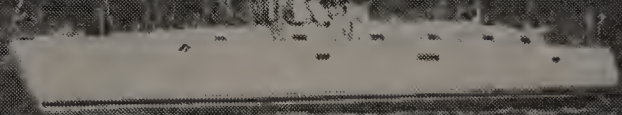
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LETTERS

made on my cat's dismasting off Hawaii late last summer. *What's Up Doc?* is 47 feet long and has a 62-foot rig. Her original mast was lost due to a combination of a squall and the fact that it was over 10 years old. The rig had been installed by Kiwis in New Zealand, and she'd been very strong and had never given me any problems prior to that.

My cat is a sistership to the late Lock Crowther's own cat



COURTESY 'WHAT'S UP DOC'

Keith MacKenzie.

Deguello, design number 150. The boat had been designed for his personal use as a cruiser/racer, and has no charter company or owner influence. We live for apparent wind. I am now finishing the new rig — which is 62-ft, rotating, single spreader, carbon, and — designed by Brett Crowther — here in Vancouver. I'll also be outfitting my boat with new North Spectra sails, Spectra running rigging and shrouds, and Antal hardware.

I am also keeping the mast molds for more rigs, in case anyone else might want a similar type of rig. The molds can also be used to make shorter rigs.

I'm in the process of hitting all the big boat shows — Toronto, Chicago, Miami and Oakland — on behalf of my Blue Water Catamaran Expeditions, which will be hands-on sail training aboard *What's Up Doc?* I will be taking 4-6 people as working crew, to teach them good catamaran characteristics, boat handling, design ideas, and general seamanship. Depending on where the boat is, the classes will be for beginners, intermediate, or advanced. I hope that this year's sites will include Hawaii, Palmyra, Vancouver, Alaska, San Francisco, the Ha-Ha, Costa Rica, and Panama.

I'm looking forward to meeting people at the shows.

Keith MacKenzie

What's Up Doc?, Crowther 47
Vancouver, Canada

↑↓SURFING REEFS AND RIDING POCKETMAIL

The neat thing about surfing over reefs are the perfect peels, the perfect waves that seem to go on forever. Rincon on California's coast is like that, and Flatrock Break near the Napali Coast in Hawaii is awesome, too. The problem is that pleasure comes with a danger. Eating sand is a lot more tolerable than eating coral or rock. And so it is with high-tech consumer products on sailboats.

Pocketmail. What a great device and service! Go to the heart of Russia, 180 degrees from San Francisco, plop 40 cents into an ancient train station phone that has Stalin's fingerprints on it, send five emails, receive three, all on a tiny pocket-sized device that costs 40 bucks — analog model — and less than \$15/month. Wow!

As both a liveaboard and software engineer, I find this sort of thing to be a wonderful tool to traveling. I loved it so much that I gave them away as Christmas presents in 2000 to other sailors. But after they experienced similar nightmares as outlined below, last Christmas I stuck with sweaters and wine.

Sadly, most of the 'wow!' is limited to the exchange rate on dollars at Russian payphones. What a headache the billing and customer service departments have been. Since I originally picked up my device, they have double and triple-billed

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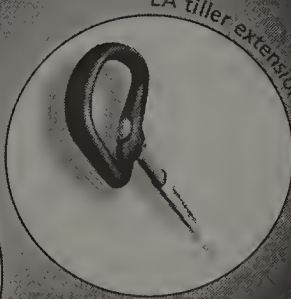
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LETTERS

my card nearly \$200. They promised to stop, promised to credit the account, promised to send a refund check, but never did. I finally had to cancel the credit card to unwind the nightmare, but it's still going on.

Now I am heading into a lawsuit over my credit report, because the credit card company — which was also notified of the errors way back in the beginning — is refusing to stand behind *their* policies on fraudulent charges. And Pocketmail isn't sending a check anytime soon, despite *their* promise to do so six months ago.

I smell a court case brewing to get the credit report fixed — and having been a law clerk, I hate litigation. It's one of the reasons I want to check out of the country for awhile in the first place, but I guess high-tech consumer convenience always comes with a price. Many high-tech firms have pulled overbilling stunts, and maybe I should just eat the \$200 so I don't contribute to exactly these kind of legal snafus I'd like to walk away from. But watching my credit rating get dumped doesn't appeal to me much.

What is ironic is that I am funding my getaway with a website and service targeted at fishermen who, being extremely low-tech when it comes to the Internet, could benefit by use of the device in a big way. And I'd like to push the Pocketmail device into that community. Do I turn this group of innocents into more fodder for the Pocketmail billing team? We shall see how the Pocketmail cookies crumble.

In the meantime, I would suggest that cruisers considering the Pocketmail service avoid any credit card billing programs — which are worse than a bandido with your credit card receipt. Pay them by check, along with other monthly bills you set up before you go — such as credit cards, mortgages, and so forth. And as you use the Internet cafes and grab emails at a Mexican payphone — another source of bandido frustration, especially compared to Russia — be happy you can touch loved ones back home and be safe by paying for the service by check.

Craig Mead
Brenda
Pillar Point

Craig — We've always heard great reports about Pocketmail. Have others had similar billing problems?

However, we beg to differ with you about Rincon's waves going on forever. One winter afternoon many years ago, on a day when the waves were consistently overhead, we and another rubber-armed surfer found our sorry asses way inside and trying to paddle back out through a seemingly endless set. But we kept losing so much ground that if there was just one more breaking wave in the set, it would have thrown the two of us onto the rocks that protect Highway 101, and our gigs no doubt would have been up.

In fact, we recall exchanging a very knowing glance with the other guy as we were going up the face of the last wave. Fortunately, there wasn't another breaking wave. A short time later we caught the smallest wave of the day, did a quick 'rock dance', and have scrupulously avoided overhead waves ever since.

STEPHENS BROTHERS

What ever became of Stephens Brothers yacht builders of Stockton, who started in something like 1908 and continued until I'm not sure when. They built some of the finest yachts, both sail and power. They did a series of Farallon Clippers, which I believe were 38-ft wood boats. I checked the web, but couldn't find anything more. Could you direct me to more

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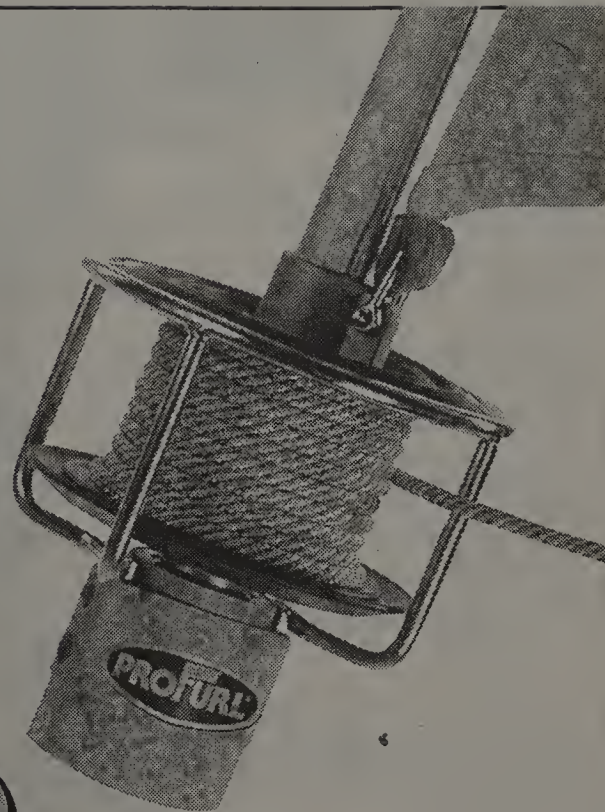
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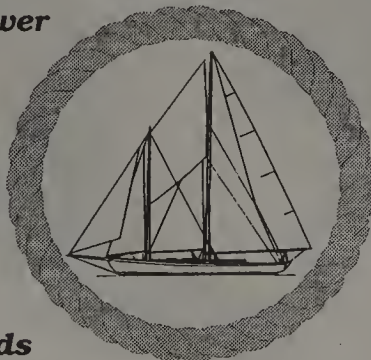
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LETTERS

information on the company and about Theo and his brothers Barre and Dick?

Luciano Corsini
Honolulu, Hawaii

Luciano — We're not experts on Stephens Marine of Stockton, but we know they did a lot of military work during the war, then built a number of highly-regarded aluminum motoryachts and sailboats — including the 12 Meter, USA 49, for the St. Francis YC. If we remember correctly, the company ceased business in the late '80s.



Of the three brothers, only Dick — who did a lot of the design work — survives. He lives on the water in Stockton. Theo was famous for owning

Barre (left) and friends in Cabo in 1983.

and racing the 55-ft sloop Lightnin'. Barre cruised from the Pacific Northwest to Mexico — often by himself — aboard the lovely Rhodes-designed Rowena. We became friends with him a short time before he died in the late '80s. What a great guy.

↑↓ CALTRANS POLLUTION

While commuting to work across Marin County's Richardson Bay Bridge this morning, I witnessed workers from Caltrans — or more likely one of their subcontractors — disposing of collected paint flakes removed from the bridge. It appeared that the entire collection of paint debris from the previous nights' stripping was dumped or blown out of the machine directly over the side of the bridge into the waters below! The paint was red and silver, and I assumed toxic.

I called the California Coastal Commission, which referred me to the San Francisco Bay Environmental Commission — which I have not reached yet — and Caltrans.

Mike Flake of Caltrans assured me that he'd look into the matter, and sure enough, he called me back the same day. He told me that he went out to the site and asked around but everyone claimed ignorance. They were indeed subcontractors of Caltrans, but without evidence — pictures or corroborating reports — he could do nothing. Hopefully, simply the fact that someone turned the contractor in will be enough to make them think twice the next time. I now carry a camera in my glove compartment, but hopefully, I won't have anything to photograph, other than nice looking boats!

Tom Neely
Minerva
Sausalito

Readers — If anyone wants to report pollution in the Bay or ocean, the Coast Guard is the appropriate agency to contact.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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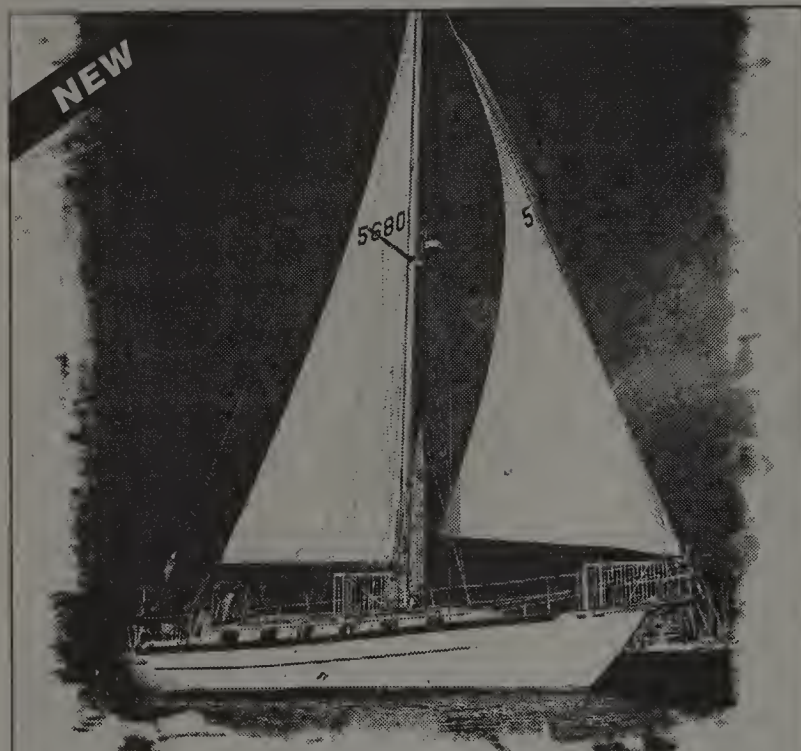
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LOOSE LIPS

It's all right, we found him

"I'm from Uruguay," wrote Luis Nin Estevez a few months back, "and would like it if you could help us search for Eugeny, a 68-year old Russian who departed Antofagasta, Chile, last July for Tahiti aboard *Said*, his 3.7-meter sailboat. I met him when he passed through my country in February of last year. He later continued on to Argentina and, via the Straits of Magellan, to Chile. It's not unusual for Eugeny's trips to last several months, but his friends and family are concerned because they haven't heard from him in so long."

When we read the business about a "3.7 meter boat", we assumed it was a typo, because that's slightly more than 12 feet long. But then Luis reported that Eugeny had previously done a circumnavigation aboard a 5-meter boat. That's a whole 16 and a half feet.

A couple of weeks later, we received the good news that Eugeny turned up, quite safe and quite alive, in Tahiti on February 6. He was about to cast off for Australia.

The message, folks, is to be sure to let your kids know where you are from time to time.

Sailing women recognized.

Gail Hine, past president and current director of Recreational Boaters of California (RBOC), was given the third annual Leadership in Women's Sailing Award on January 25. The honor is co-sponsored by the National Women's Sailing Association and Boat U.S. Among her achievements, Gail conceived and established the Women's Sailing Convention that has introduced thousands of women to sailing.

Less than a week later, on the 31st, the Women's Sports Foundation announced the election of world-class sailor Dawn Riley as its new president. Riley, CEO and captain of the America's Cup racing syndicate *America True*, will begin her term in January, 2003. Riley has been a vice-president since January, 2001, and has served on the Board since 1999.

Founded in 1974 by Billie Jean King, the Women's Sports Foundation is a charitable educational organization dedicated to ensuring equal access to participation and leadership opportunities for all girls and women in sports and fitness. For more information on the WSF, go to www.WomensSportsFoundation.org.

Concierge spotted in San Francisco.

J/Concierge is a service dedicated to assisting J/Boat owners and crew with logistical aspects of cruising and racing their J/Boats. The local area J/Boat dealer provides the service free of charge. Started in Southern California in October, 2001, the service has been well received from San Diego to Santa Barbara. Now, J/Concierge coverage will extend north through the Bay Area.

"After seeing J/Concierge work for a year in Southern California, it seems like a great way to serve our customers here, too," said Chris Corlett of Sail California. "J/Concierge gets people excited, makes them feel like part of a family — and it works." The first event to benefit from the service will be the Spring Keel Boat Series at St. Francis Yacht Club on March 2-3. For more information on the J/Concierge service, contact Sail California at (510) 523-8500.

Lost Lips found.

In the process of looking for something else, we found a stack of items we'd meant to include in *Loose Lips* months ago. Some of it was so good that we couldn't bear to throw it away, so here it is in abbreviated form.

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LOOSE LIPS

• Merle Peterson, the President of the Pacific Ocean, turned 80 on January 13. He bought the beautiful 70-ft Payne, Belknap and Skene schooner *Viveka* back before most of us were born, restored her and circumnavigated aboard her over a period of about 30 years. Both Merle and *Viveka* are still going strong. Happy Birthday, Mr. President!

• Porta-Boat of Mountain View, and a team of slightly deranged British mountain climbers, have claimed the highest "boating" record. Last summer, the 13-member Royal Air Force climbing team was going up Mount Everest when they came upon a glacial lake that was "slightly thawed." They couldn't walk across, but luckily they'd packed a folding Porta-Bote on one of the yaks. Using snow shovels as paddles, the team crossed the tiny lake two at a time. "It was a strange feeling paddling a boat way above the cloud layer," said one.

• On December 23, a train carrying flammable chemicals lost its brakes, jumped the rails near Rochester, New York, and burst into flames. Among the destruction were the warehouses it hit, and just about everything inside — including Ray Howe's 60-ft trimaran *Earth Voyager*, which set a new record in last July's Port Huron-Mackinac Race on the Great Lakes. The nice ending to this story is that Ray turned to local designer Jim Antrim to draw a 28-ft performance tri that may become a full production boat in the future.

By the way, we were so happy to refine these items that we forgot what we were originally looking for. We'll find that next month.

Too late for *Calendar*.

Sal's Inflatable Services in Alameda will run a 'Liferaft Safety Seminar' on Saturday, March 16. If you've ever wanted to see a liferaft go from canister to inflated, call (510) 522-1824 to make reservations.

Did you know...?

The term "liner", as in "ocean liner", came from a new-fangled concept in the late 19th century of passenger ships actually arriving at their destinations on a specific day. In the old(er) days, sailing ships crossing the Atlantic might take a month to a month and a half to get to America, depending on the wind. With the advent of steam, ships didn't have to zigzag all over the oceans looking for wind, but could travel from A to B in a relatively straight line. Since these, ahem, "liners" also traveled at consistent speeds, it was a simple matter to calculate their travel times — and arrival dates. Well, at least within a day or so.

Looking for a little history.

Marita is a 37-ft wooden Knud Reimers 8-Meter yacht. She was built in 1941 near Stockholm, Sweden, and came to the U.S. in 1958. I have owned her since August and am busy restoring her to her old glory. I am also documenting the restoration and am compiling *Marita's* history. Through some detective work and many nice Swedish people online, I have gotten a list of her Swedish owners, copies of the plans that are now in the Swedish Maritime Museum in Stockholm, even old photos of her under sail and copies of magazine articles about her. But I have been unsuccessful in finding much information about her life in the U.S. I would like to list the few details I know and maybe a *Latitude* reader will be able to help, or at least steer me in the right direction.

- The boat's name has always been *Marita*.
- The lifering says "Marita - Palo Alto".
- Early U.S. owners (probably the first) were Ronald and

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LOOSE LIPS

Lois Moody of San Jose — a letter to them got returned with a note that both are deceased.

- The person who had her before me for a short time bought her at a lien sale at Herman and Helen's Marina in Stockton.

- She was owned by Ray Haynes who has not returned my letter. The names and addresses I have are from old registration papers and documents that came with the boat.

- Her mahogany hull was bright finished, but was changed to white with a blue deck. (She's back to bright now.)

Anyone who has any information about this boat, please contact me at inka@peartransmedia.com, or by snail-mail at PMB#233, 2440 16th St., San Francisco, CA 94103.

Do whales fart?

That was one of the questions asked by a 10-year-old writing in to circumnavigator Peter Kittel's highly entertaining website, www.juprowa.com/kittel/english. Peter, who became the first person to circumnavigate from Chile to Chile ('92-'97), admitted he didn't know. A Chilean marine mammal specialist wrote in to say they do not. Their diet, krill and fish, is mostly protein, for one thing. For another, they don't have a large intestine like many land animals and therefore do not develop the gases necessary for farting. Then Todd Chandler, a whale researcher from Moss Landing, wrote in that he had been aboard a research vessel off Monterey last May, when a humpback whale came alongside — and farted! Not only did Todd see it from close up, he apparently got the whole thing on video. He promised to look into the physiology involved.

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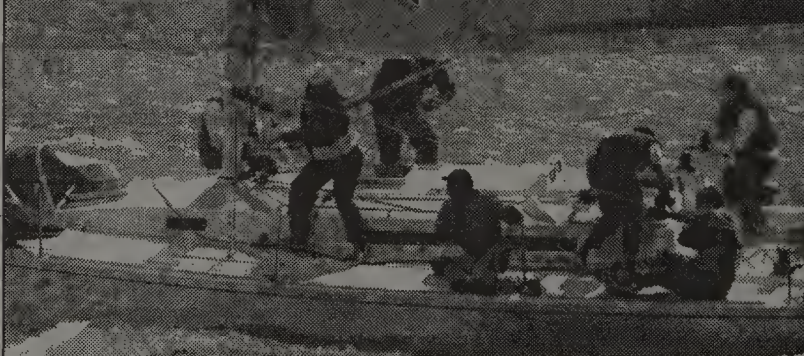
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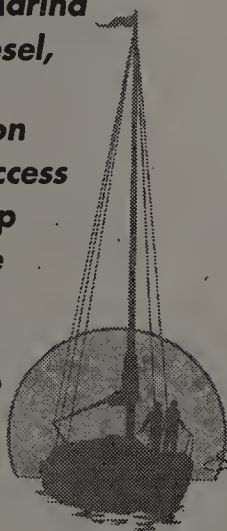
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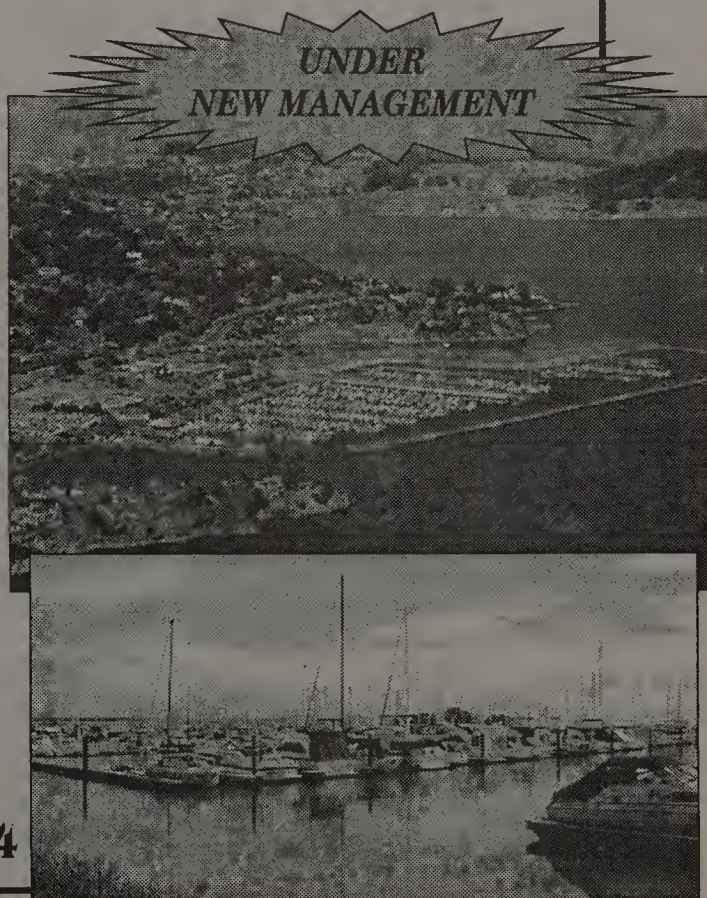


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SIGHTINGS

volvo ocean race update

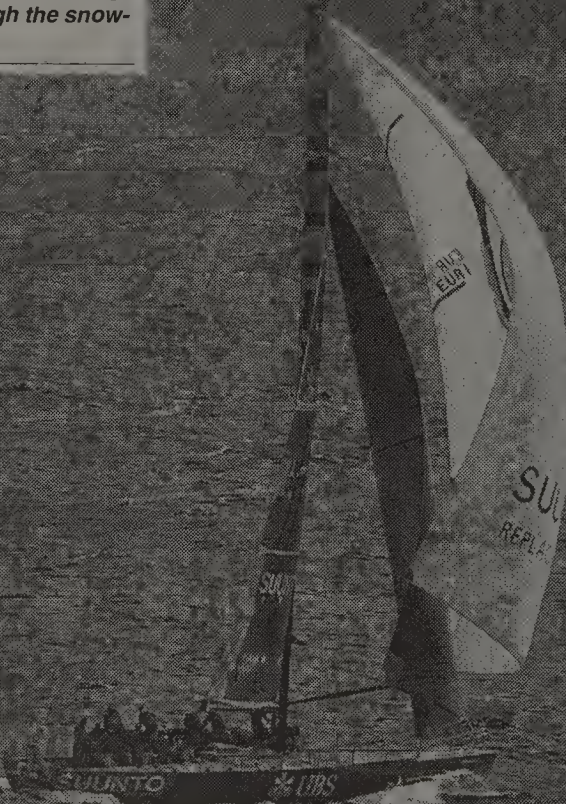
For the third time in the ongoing Volvo Ocean Race, Bay Area native John Kostecki skippered the German *illbruck Challenge* to victory in mid February. He and the team glided across the Leg IV finish line in Rio de Janeiro in next to no wind at about 6 a.m. on Tuesday, February 20 — 23 days, 5 hours and 6,700 hard miles out of Auckland. Who'd get second was anybody's guess. *Amer Sports One*, *Assa Abloy*, *djuice Dragons* and *Team Tyco* had all been duking it out within less than 100 miles of each other most of the leg, and in the end, they were all within sight of one another. With less than a day to go, *djuice* headed

continued on outside column of next sightings page



DJUICE DRAGONS

Another day at the office (clockwise from below) — 'Amer Sports One' rounds Cape Horn; (above) 'djuice Dragon' crewman Anthony Nossiter wanted to round the Horn naked. . . so he did; 'Assa Abloy' navigator Mark Rudiger happy to be around old Cape Stiff for the second time; 'Team SEB' became a square-rigger after her mast broke; dashing through the snow-storm aboard 'illbruck Challenge.'



millennium 'butt

The popular electronic 'daily' *Scuttlebutt* celebrated its 1,000th issue on February 5 — apparently more to the surprise and delight of creator Tom 'the Curmudgeon' Leweck than the rest of us faithful 'Buttheads'.

"Near as I can tell, 'Butt #1 went out to some 40 of my Southern California sailing friends on September 27, 1997," noted

continued middle of next sightings page



RICK TOMLINSON



ILLBRUCK CHALLENGE

RICK TOMLINSON

volvo — cont'd

inland away from the becalmed pack, found wind and passed everyone else to take second. *Tyco* took third, followed by Leg III winner *Assa Abloy* and a disappointed *Amer Sports One*. "Three weeks in second and six hours in fifth is a bit of a tough one," remarked *Amer Sports One* skipper Grant Dalton.

For *djuice Dragons* skipper Knut Frostad, it was anything but disappointment. "Right now, there are only a few words I'd like to say, because I am so empty for words, energy, sleep and concentration. And those few words are: we deserved this. The whole team deserved it, every single guy on our sailing team deserved it, our shore team deserved it, our sponsors deserved it and our many supporters deserved it. They have never stopped believing that we could get there. This is just a great inspiration for the remaining part of the race. Never has coming in second felt better."

To many on the eight boats in the race, just finishing never felt better. Leg IV was by far the most difficult of this race. The seas were bigger, the winds harder, the temperatures colder, and the ice, well, the ice was everywhere. The big bergs showed up on radar; the growlers — some as big as the boats — didn't.

On February 4, *Team New Corp* hit one at 21 knots. "All I felt was a loud crash on the hull and then the rudder," said skipper Ross Field, who was driving at the time. The boat was checked as thoroughly as it could be. No hull damage was found, but *News Corp* had to run downwind for several hours while repairs were made to her damaged rig. When they were completed, she resumed racing, only to snap her rudder off on Valentine's Day. They finished with their emergency rudder.

On February 6, disaster struck again. *Team SEB* rounded up in a snow squall and lost her mast about 1,250 miles west of Cape Horn. No one was injured and they were able to cut away the carbon rig, but *SEB* had

to retire from the leg. They set a jury rig and sailed into Argentina.

Most boats rounded Cape Horn in anything but typical conditions — mostly flat seas and medium breeze. Celebrations ranged from cigars aboard *illbruck* to champagne on a couple of other boats to... well, it seems Anthony Nossiter, of the guys on the Norwegian *djuice Dragons* always envisioned rounding Cape Horn, um, naked. So as the boat passed the legendary Cape, he stripped off his heavy survival duds and pranced around the boat in his birthday suit.

After the Horn, life returned to as normal as it gets on a stripped out 60-footer with 12 unwashed bodies aboard, slicing through the ocean at speeds up to 36 knots (which *illbruck* hit one night).

In an unusual move, the fleet split at the Falklands, with *illbruck*, *Tyco*, *News Corp* and *Assa Abloy* sailing west of the islands, and *Amer Sports One* and *djuice* going up the eastern side. Neither group seemed to gain a clear advantage. In an even more unusual move, *Assa* skipper Neal McDonald got so fed up at a tenacious blob of weeds wrapped around the boat's keel that he stripped off his clothes, put on a harness and jumped in to free it himself. "I knew it would be cold," he said later, "but I had no idea just how cold until I hit the water." McDonald lived to tell about it, so we can laugh now. But it wasn't funny when it was happening. The boat was hove-to in 30 knots of wind and pitching through huge seas. But 'Iceman' McDonald achieved his goal and the crew winched their numb skipper out of the water and got him into a sleeping bag to warm up.

With her win of Leg IV, *illbruck* now has 29 cumulative points (first boat per leg gets 8 points, last boat gets 1). This is seven more than the second place *Amer Sports One*. *Assa Abloy* is in third overall with 20. Again, the Germans' two years of practicing and refining their boat has shown the obvious advantage. Barring disabling damage, *illbruck* has only to sail well — though not necessarily win — the remaining five legs to win. The real race is for second.

To follow the race online, go to www.volvoceanrace.org.

SIGHTINGS

around the world with cowboy and the dude

Local singlehander Bruce Schwab and his *Made In America* campaign have gotten a lot of ink in these pages over the past couple of years. But he's not the only Californian — or American — hoping to

make the starting line of the next Around Alone Race off Newport, Rhode Island, on September 15. As Bruce departed the Bay last month aboard the locally designed and built Open 60 *Ocean Planet* for the trip east (he'll do the Puerto Vallarta Race and Antigua Sailing Week, among other events on the way), we thought it was time we checked in with the other Golden Stater, Brad Van Liew.

Regular readers may recall that Van Liew, who previously ran an aircraft maintenance and charter business in Santa Monica, rose from relative obscurity to take third in the hotly contested 50-foot Class in the 1998-99 Around Alone. Sailing an older, fixed-keel boat (*Balance Bar*, ex-*Newcastle Australia*), he constantly threatened the leaders, Frenchman J.P. Mouligne on *Cray Valley* — the eventual class winner — and British sailor Michael Garside on *Magellan Alpha*. Both were sailing new state-of-the-art Finot boats with all the latest wiz-bang gadgetry. Brad's fiery competitive spirit on the water earned him the nickname 'Cowboy'; his ebullient personality and unwavering support of fellow racers off the water earned him their respect ashore, as well.

Van Liew is back for the 2002-03 Around Alone, and as he puts it, "this time the training wheels are off." He has put together a program aimed at one thing: winning Class II. To that end, he has acquired what he considers the ultimate tool for the job, former competitor Michael Garside's *Magellan Alpha*.

"As the last race went on, Mike and I had some very close finishes, and though we're very different people, somehow we became very close friends.

AROUND ALONE '02

2002 marks the 20th anniversary of the Around Alone, which started life in 1982 as the BOC Challenge. This year the race is under new management — Clipper Ventures, the folks who bring you the Clipper Round the World Race, among others, purchased Around Alone after the '98-99 event. The new Race Chairman is Robin Knox-Johnston.

A second change is the host city. The original BOC started and ended in Newport, so in a sense the race is 'returning to its roots' there. There will be sailors who miss Charleston, a charming anti-bellum city where the city fathers and residents really got behind hosting the last two races in a big way. But by all indications, Newport will likely match or surpass those sentiments.

Finally, the route has changed from four to five legs, starting with a jog across the Atlantic over to Torbay, England. From there, the race resumes a more traditional route, with stops in Cape Town, Auckland, Salvador (Brazil), and back home to Newport. Each stop features a two- to three-week layover for rest and repairs. The total distance of the new Around Alone is about 27,000 miles. The leaders should arrive back in Newport sometime in May of 2003.

At this writing, there were 22 entries. That number will likely go down slightly before the start. Traditionally, about 60% of those who start this race make it to the finish. (Of 16 starters in '98-99, only nine finished officially.) Most simply drop out due to gear failure or hardship, although two sailors and seven boats have been lost in the five quadrennial (every four years) runnings of the race.

There are three divisions: Class I (60-footers), Class II (40-50 footers) and Class III (production racer/cruisers between 40-60 feet). Four American entries is an all-time high for this race. (The fourth American is Newport, Rhode Island's Bob Adams, sailing a Russian-built Open 40 named *Perseverance*). No American has won this race since the late Mike Plant took first in Class II in *Airco Distributor* in the '86-87 BOC.

We've stayed close friends." So when *Magellan Alpha* went up for sale, serendipity knocked too loud to ignore on the Van Liew's door. Brad shifted the goal of his fledgling *Mission America* syndicate from putting a new, untested, expensive 60-footer on the line, to going all-out for

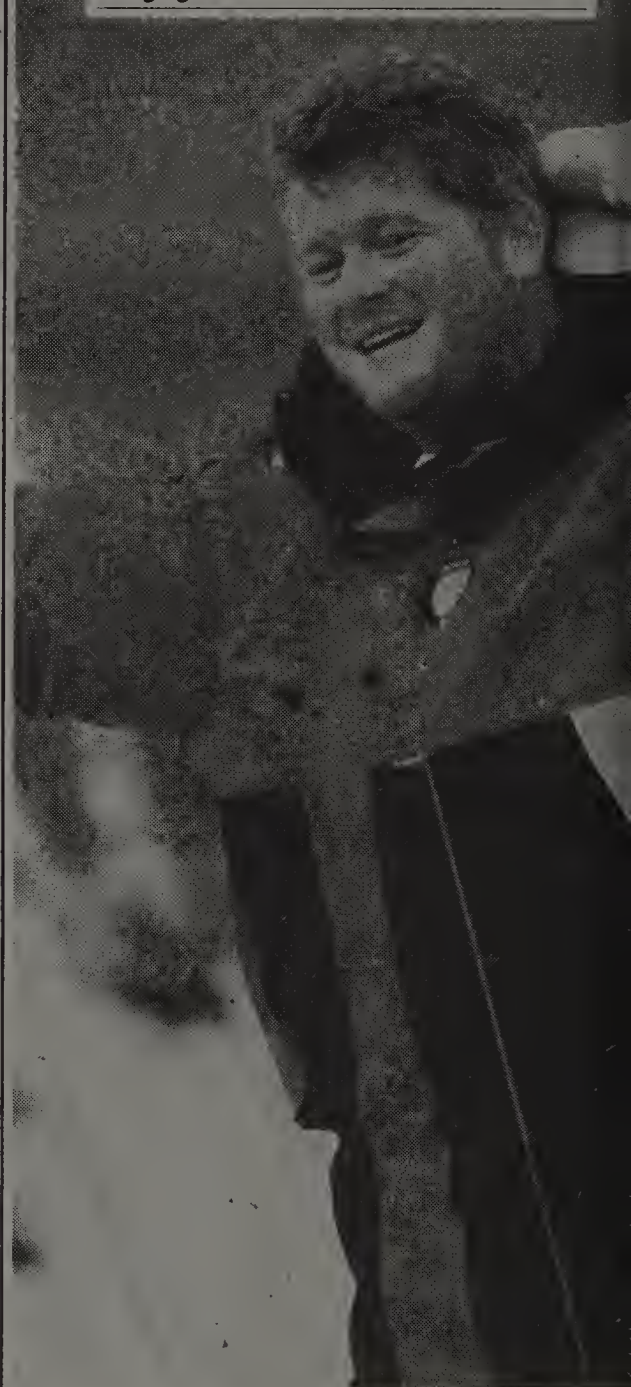
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scuttlebutt

Leweck in issue 1000. "The topics we covered were certainly less global than those we deal with today, and there were few restrictions on anything. However, as *Scuttlebutt* grew and the distribution spread geographically, it seemed appropriate to take a more responsible role. These days we let others do the mudslinging as we try to constructively use this medium to help improve the sport and provide a communications channel to enhance the enjoyment of the players."

That it has certainly done, for more

Below, 'California Cowboy' Brad Van Liew sets his sights on another Around Alone. Right, "Dude" (as 'Magellan Alpha') shows off its swinging keel.



— cont'd

than 12,500 subscribers at last count. Speaking personally, *Scuttlebutt* is as necessary a morning ritual around these offices as coffee and scones. It's become instrumental in bringing us up to speed on what's happening in the greater sailing world, starting our day with a chuckle or two, and providing the spark for more than a few story ideas.

Boats.com eventually took over the administrative chores, freeing Tom up to focus on content — and of course do more

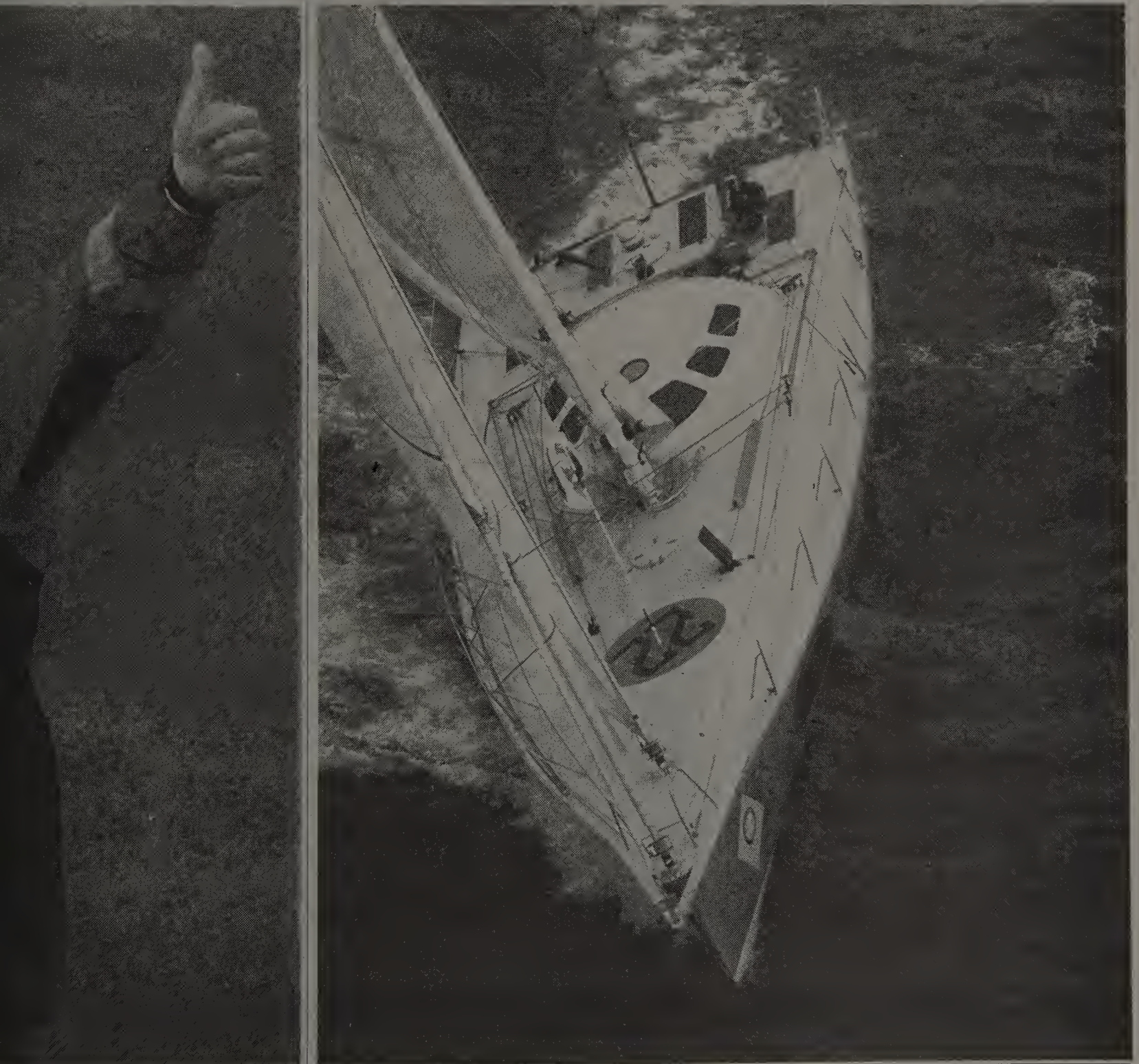
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dude & cowboy — cont'd

the win in Class II with a proven boat and a realistic budget.

To that end, Van Liew and his team — which once again includes wife Meaghan who handles PR and the shoreside business of the campaign — have been working nonstop on the boat since Brad sailed her back from Europe last November (the trip doubled as his qualifier for Around Alone). His base of operations is Charleston Boat Works, located on the waterfront of that South Carolina city. In typical Van Liew style, he has reserved dock space for fellow American skippers Bruce Schwab; Tim Kent, who will be sailing the Jim Antrim-designed *Everest Horizontal* (ex-*Convergence*), and Canadian Duncan Gladman, who has chartered Van Liew's former steed, *Pegasus* (ex-*Balance Bar*) from Bay-based sailing entrepreneur Philippe Kahn. Hopefully, says Brad, the

continued on outside column of next sightings page



SIGHTINGS

dude & cowboy — cont'd

American 'team' will have ample time to practice and tune up with each other before the race. "Momentum through mass," he calls it. We wonder if the increased visibility might have the additional benefit of kick starting some much-needed backing in sponsor-shy America.

Work is ongoing to update and sort out *Mission America* to Van Liew's liking. Among items on the to-do list: a reconfigured hydraulic system for the canting keel, moving the daggerboard trunks aft, extending the boom and changing the configuration of the ballast tanks. On deck, all new Harken hardware, Andersen winches and ProFurl furlers will be installed. Perhaps the coolest 'tèchie' thing — a carryover from Brad's commercial pilot days — are two complete, redundant Raymarine instrument packages. So if the autopilot, for example, craps out for some

continued on outside column of next sightings page

scuttlebutt

sailing. (As this is written, he's aboard the J/160 *Stark Raving Mad* for the Puerto Vallarta Race.) "It still takes up more time than I'd prefer, but as long as it stays fun, I'll probably keep doing it," he says.



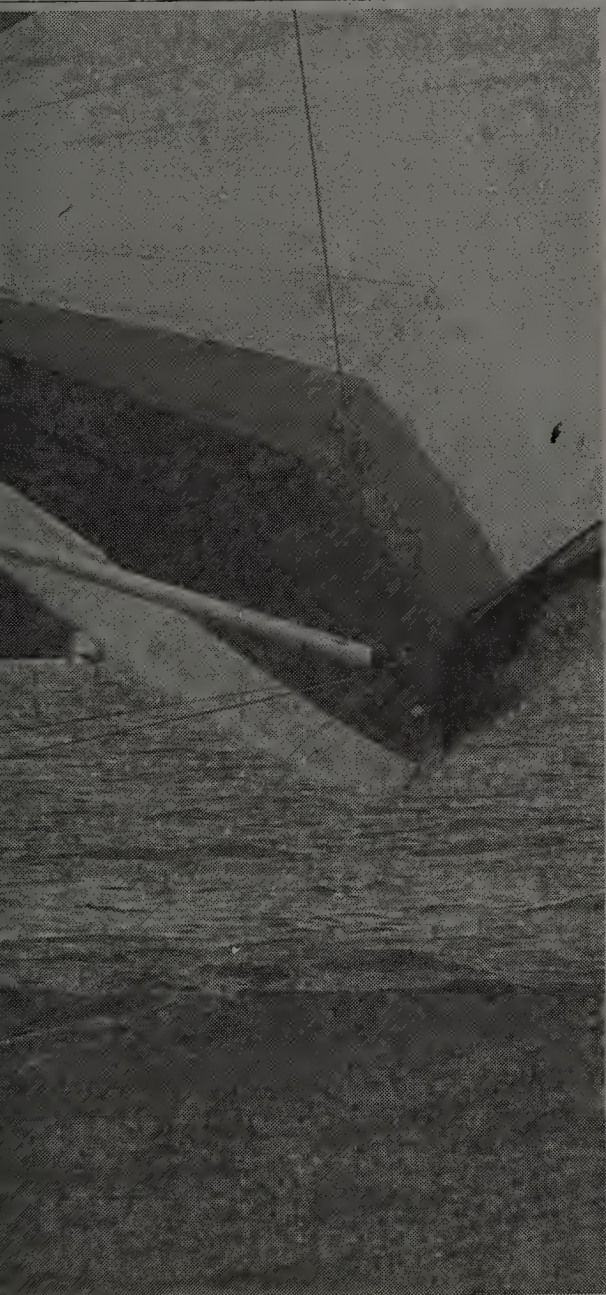
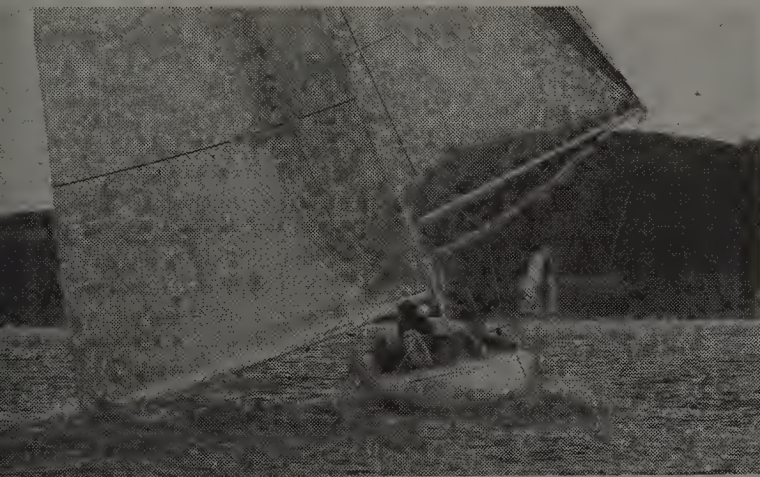
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So indulge us a moment while we, ahem, 'kiss some *Butt*' here: Congratulations, Tom, and thanks. We hope it stays fun for a long time to come!

dude & cowboy — cont'd

reason, Van Liew can simply switch it over to a whole other system. The two packages are completely separate, so can't 'infect' one other. And they're identical, so if they both go down, Brad can pirate stuff from one to get the other going.

Van Liew hopes to have the boat — which he's nicknamed 'Dude'



because, "it's definitely kicked my ass too many times already to be a 'she'" — back in the water and ready to go by April. He'll tune and train on her through August, including a possible run with one or more of his American and Canadian cohorts to Bermuda and back. Then it's off to Newport for the start of The Show.

We'll have more on Brad, Bruce and the rest of the North American contingent in future issues. Stay tuned!

(For more on Brad Van Liew's campaign, go to www.oceanracing.org. To keep up with Bruce Schwab and the *Made In America* campaign, go to www.oceanplanet.org.)

that old time rock and roll

It's never hard to pick Hank Easom's lovely 8-Meter *Yucca* (left and above) out of a fleet of boats charging downwind — she's the only one swaying to the music!

"She's always done that!" laughs Hank, whose crew is obviously more used to it than the casual observer. "It's kind of like an old horse you push too hard and it starts shaking the reins." This old mare — *Yucca* was built in 1937 and Hank's had her since '64 — knows the way, though. Easom says you can let go of the tiller and she'll keep waltzing dead downwind on her own. If she gets too rambunctious, Hank just heads up a bit and she settles down.

an electrifying refit

Since running an article on electric auxiliaries in our December issue, we've received a lot of additional reader input on converting sailboats to electrical power. The most impressive, though, was Russ and Suki Munsell's repowering of *Harmony*, their sleek, 46-ft cruising cat, that was custom-built in Brazil.

Having caught the catamaran bug back in the mid-'80s, Russ and Suki spent the better part of a decade researching the perfect multihull: "At the beginning of the search our specifications were nebulous and constantly changing," recalls Russ. "We hadn't seen enough cats to really know what would work for us." Talk about 'doing your homework', they attended boat shows on both coasts, chartered various

continued on outside column of next sightings page

electrifying — cont'd

cats in the Caribbean and Australia, read books and magazines, looked at or sailed aboard every cat they could, and talked one-on-one with top designers such as Jim Antrim, Gino Morelli, Pete Melvin, Dick Newick, and John Shuttleworth.

When these former Bay Area sailors finally found *Harmony* in St. Maarten in 1999, she met almost all of the criteria they had decided on: Their dream boat was to be a 42-46' catamaran, constructed of



Russ and Suki dining on deck. Right, 'Harmony'.

strip-planked cedar with fiberglass skins, and it had to have daggerboards (for better upwind performance), a 'galley down' layout, two heads and two sleeping cabins.

The basic configuration was just what they had in mind, but her onboard systems left much to be desired, so soon after sailing her from the Caribbean to Maine, they began a massive refit, "stripping her down to her undies," as Russ put it. In addition to replacing wiring, plumbing, tankage, paint and rigging, they pulled her twin diesels and began the process of repowering her with electric propulsion.

One of the unique things about *Harmony* — which was designed by Brazilian Jacques Fioleau — was that her original twin diesels were installed amidships, beneath floors, with long shafts running aft to her props. This gave her great balance, but as Russ explained, "Neither of us like consuming fossil fuels, nor the sound and smell of diesel operation." So they replaced the stinkpots with near-silent-running DC motors from Solomon Technologies of Maryland, an industry leader which is also on the cutting edge of fuel cell technology.

Although the new DC motors measure only 13"x13" and officially put out only 6 hp, Russ claims they effectively produce more power than the original 27 hp Yanmars. "Electric motors give you amazing torque," he says. And we don't doubt him, as they run on a 120-volt system, with a bank of AGM batteries to power them. Eventually, he and Suki plan to upgrade to a 144-volt system, which will give the motors even more uumph. For normal 'house' functions, *Harmony* has a separate 12-volt battery bank. One of the coolest things about the system is that while under sail, the turning of the props can actually regenerate juice back into the battery banks (hopefully, without creating too much drag), with the motors acting as generators. As a backup, both the house and engine batts can be topped up by a highly-efficient Fischer-Panda generator which is isolated in a forward locker.

It's interesting to note that while *Harmony* carries considerably more weight in batteries now, her motors weigh only a fraction of what the diesels weighed, and she has cut her fuel tank capacity in half (used only for charging). Overall, the system's weight is about the same. But having oil-free bilges and low-noise propulsion are substantial benefits. Additional refinements made during the refit include an electric cooktop and microwave.

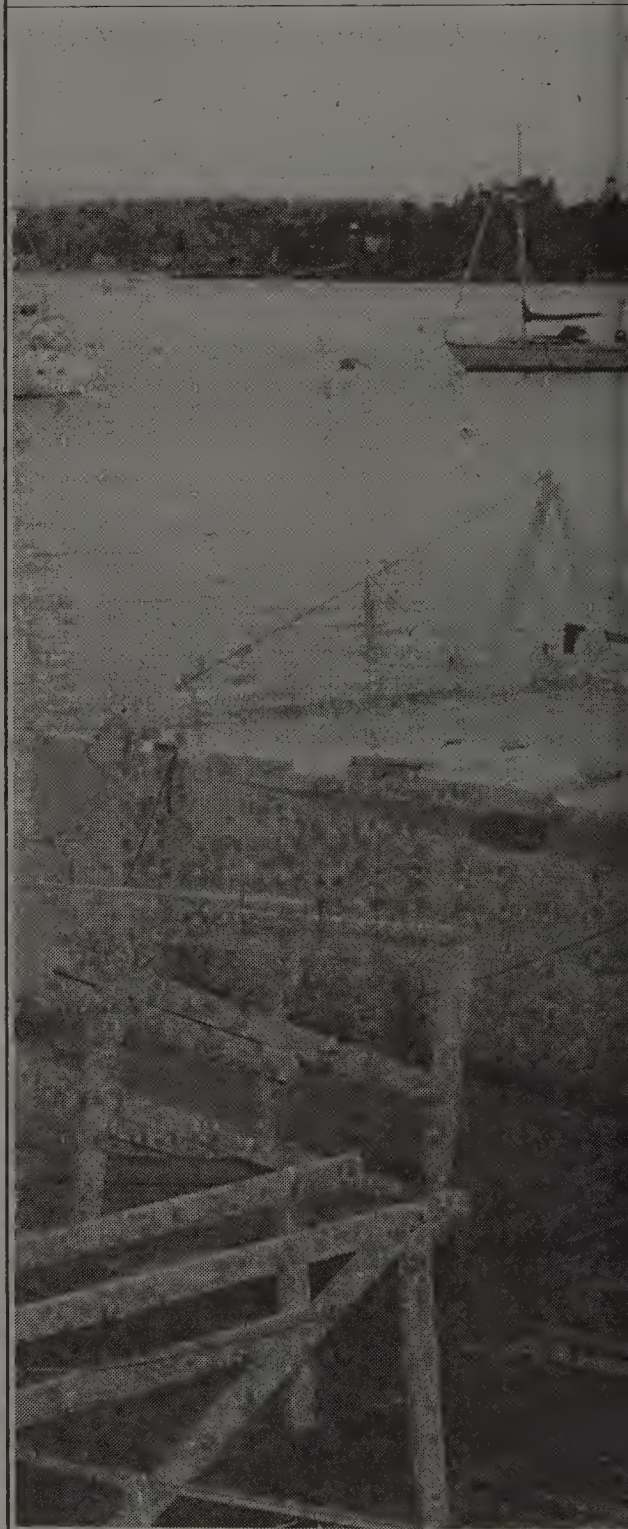
Now wintering in Florida and the Bahamas, Russ and Suki plan to share their world with others in the coming months by offering hands-on sail-training courses aboard *Harmony*. (Contact CaptRuss@CatamaranConnection.com.) Suki has been an active cat sailor since

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sdyc tradition comes

In one of the cooler yachting traditions on the left coast, for the last 75 years, luminaries of the San Diego YC have been taking fledgling sailors on ocean races to initiate them into the world of big boat sailing — with some interesting twists along the way.

The tradition started 75 years ago when SDYC Staff Commodore Clem Stose invited 14-year-old Ash Bown aboard his 56-ft yawl *Teva* for the '26 TransPac. The thinking was that Stose and his all-star crew would show Bown a thing or two about offshore sailing. As it turns out, the



full circle

race was so rough that the hotshots spent most of the first part of the race puking or lying in their bunks. Lew Harris and young Ash were the only ones unaffected, and Ash ended up steering about 20 hours a day. *Teva* ended up second in class, thanks in no small part to her young helmsman.

Fast forward to 1964. Ash Bown is now the old pro and the youngster he picks to crew on his *Carousel* for that year's Acapulco Race was Dennis Conner. DC was already one of the hottest young guys

continued middle of next sightings page

electifying — cont'd

childhood and Russ has extensive experience teaching certification courses at all levels, including celestial navigation. Just don't ask him about diesel mechanics — he's no longer interested.

cuba to build 30 new marinas

Thanks to a growth in tourism, 30 new marinas will be built in Cuba within the next five years. This according to an announcement on February 15 by Jose Miguel Diaz Escrich, Commodore of the 1,500-berth Hemingway International YC near Havana. Cuba doesn't have the money to build the marinas themselves, so the marinas will be joint ventures with foreign investors — presumably none of them Ameri-

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cuba — cont'd

can. These investors are to be enticed by Cuba giving concessions to state-owned land.

To the best of our knowledge, Cuba currently only has two significant marinas: Hemingway, near Havana, and one at Veradero. When we visited in '95, both were dilapidated but functional. It's our understanding they've only been marginally improved since.

Cuba — which under the reign of Castro has tumbled from one of the most affluent countries in the Caribbean to one of the most impoverished — desperately needs foreign income and seems to be getting it. The Minister of Tourism reported that Cuba currently attracts 2,000,000 tourists a year, but expects to get 10,000,000 — a fivefold increase — in the next three to four years. The tourists are mainly expected to come from Europe, China and South America.

Cuba is the second Third World country in the last year that seems to have developed wildly unrealistic ideas about how many American sailors will flock to their marinas if only they build them. Mexico, you'll remember, is basing their 'Nautical Stairway' program of 22 marinas — as well as airports, hotels, and golf courses — on the absurd belief that 50,000 Americans a year will bring their boats to Mexico within 10 years. If Cuba plans to build 30 marinas, they are surely aiming at the American cruising market, as they are clearly not going to be able to fill 30 marinas with boats from China, South America and Europe. Cuba faces another problem. The Bush administration seems to be cracking down on Americans — even those who own their own boats — who want to visit Cuba. This is a reversal of how things were for the last decade. More on this shortly.

In addition to building marinas, Cuba says they are getting into the boatbuilding business to meet what they anticipate will be an increased demand for charter boats. Having long relied on French-built charter boats, Cuba just launched its first recreational sailboat, a 42-ft catamaran built by Boatyard Chullimas. Sounding curiously capitalistic, Cuba says it can build boats for less money than the French — and boost its own economy in the process. Escrich — who is a great guy — also took a jab at American policy. He said that it would be the least expensive of all if the U.S. would just lift the trade embargo and sell them boats and accessories.

For everyone involved — but foremost the impoverished people of Cuba — let's hope that two things happen in the very near future. 1) That the embargo is lifted. 2) That Cubans finally get the most basic human rights: freedom to choose the government of their liking, freedom of speech, freedom to travel — and the freedom to earn a decent living. Alas, we won't be holding our breath waiting for it to happen.

Is it still safe for Americans to cruise their boats to Cuba? For years, we've been reporting that American mariners could take their boats to Cuba without fear of reprisal from the U.S. government. Based on two developments, we're no longer quite so sure.

First, ever since taking office, the Bush Administration has been taking an increasingly hard line on Americans — including mariners — who have travelled to Cuba in the past. The U.S. government has sent out thousands of letters telling American citizens that they owe up to \$200,000 in fines for having 'traded with the enemy'. To our knowledge, nobody has paid such a fine yet, but a handful have caved in and paid \$7,500. In the past, it was sort of assumed that if you took your own boat to Cuba, you wouldn't have paid to get there and you didn't necessarily have to pay for room and board once you got there. So while everybody knew all American yachties spent money in Cuba, nobody worried about it, because nobody could prove it. Now, it would seem, the government is trying to put the onus of proof on the individual citizen. Guilty until one proves oneself innocent.

Second, it used to be that Americans could get a signed paper from the Cubans saying they were being "fully hosted" — even if they weren't, and were actually paying for berthing, food, and other things. Apparently, the U.S. government isn't going to accept 'fully hosted' anymore — at least not without lots of proof. According to a posting on the

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full circle

around, so to keep him from getting too cocky, Ash insisted that Dennis always address him as "Mr. Bown." Conner was happy to comply, although the crew reportedly got pretty tired of hearing "Mr. Bown, I think we need to tack" or "Mr. Bown, I think we need to change sails" at all hours of the day and night. The formality did little to take away from DC's obvious talent, either. Years later, one crewmember admitted that after a few days, Dennis "was already better than any of the rest of us." *Carousel* took first in class and first overall.

Now Conner is the grand master of the San Diego YC, and he continued the tra-

One of the prettiest natural harbors anywhere, Baracoa is a popular stopping place for boats cruising Cuba. It would be an even nicer stop if there was a marina there.

cont'd

dition by naming 18-year-old Andrew Driscoll as the junior crewmember on his R/P 50 *Stars & Stripes* (ex-*Morning Glory*) for the Puerta Vallarta Race. Young Andrew, a senior at La Jolla High School and captain of the sailing team, has already been through a bit of 'boot camp' as crew for DC on his Etchells.

But here's the kicker: Andy Driscoll is the great grandson of Clem Stose, the SDYC skipper who started this whole thing! Is that cool or what?

The PV Race started the day this issue went to press. We'll let you know how it all turned out next month.

cuba — cont'd

Seven Seas Cruising Association discussion board by a Don Wolf, who claims to have just returned from two weeks in Cuba, anyone who travels to Cuba, even on their own boat, will be assumed to have engaged in prohibited travel-related transactions — "trading with the enemy" — unless they can document otherwise. In addition to providing receipts for all daily expenses in Cuba which demonstrate that all expenses were paid by an individual not subject to United States law, the cruiser would also be required to submit a letter, under penalty of perjury, asserting that this was the case.

We don't know the validity of Mr. Wolf's claims, and how they might play out in practical terms. Nor have we been able to investigate these claims before going to press. For the time being, however, we no longer feel comfortable advising American cruisers that they can travel to Cuba without repercussions from the United States government. We hope to have more on this next month.



LATITUDE/RICHARD

seayanika update — heavy lifting

Thursday, February 14, 2002 — It's going to be a big day tomorrow. A 10-ton hydraulic crane will arrive and position itself next to *Seayanika* to lift our 80-hp diesel motor, a 12kw generator, washer/dryer and a portion of the mast into the boat. We've been saving all these heavy items for what's become known as 'crane day.'

There have been countless preparations in anticipation of crane day. First, the engine room had to be completed including the stringers to support the hefty Ford Lehman diesel. A platform for the generator needed to be fabricated and mounted. Three coats of paint were applied to all surfaces and soundproofing was installed. Erik used a hoist (not quite rated for the weight of the engine) to lift the diesel from the skid it had rested on since 1974 in order to remove the mounting brackets. These brackets had to be installed in the engine room before the engine went in. All plumbing for the bilges, hot water heater and anything else that was going to be located in the engine room had to be dry-fitted and removed so that when the engine and generator were dropped in (hopefully very gently), these items wouldn't get in the way or broken.

Until recently, *Seayanika* herself rested on the original factory skid, which was nearly 28 years old and termite-ridden. Because of the substantial weight to be added, we decided it was time to do some serious improvement. We purchased seven boat stands, placed them in strategic places, and cut away most of the factory skid. (Good firewood!) We found some gelcoat damage on the hull under one of the skid's support arms. Oh well, another project for another day.

The washer/dryer will be lowered by crane through the companionway. As it weighs a paltry 185 pounds, the crane is not necessary. But hey, it's here, no need to invite hernias. Once it has been lowered, it will still need to be moved to its permanent location in the aft state-room through two doorways. Erik assures me we have 21 inches of passageway width, 'pleeeenty of room' for the 21-inch width of the appliance. Huh?

The reason for installing a 35-ft mast piece during crane day is so Erik can get some measurements for the shrouds and locations for the chainplates. We're hoping to attach the upper shrouds to the outer hull and the lower ones inboard on the cabin house. This placement should give us the clearest deck passage forward without having to be contortionists. The mast piece will be removed by the crane after the measurements have been taken.

The last thing we need to do to accommodate the crane is remove the cockpit sole and the "tent" structure that has protected *Seayanika* from the elements over the winter. I hear we're going to leave this for tomorrow morning in case of overnight humidity. A flock of friends will be coming to help with the final preparations and to manhandle the power plants into final position. I think I am going to park myself well away from the whole process. My idea of party time does not include the visions of thousand pound hunks of metal swinging through the air over the boat — and me. Yikes!

Friday, February 15, 2002 — Crane Day! — Not to be irreverent or insipid, but *oh-my-God!* There is nothing spookier than seeing your several thousand dollar, thousand-plus pound motor dangling 30 feet in the air. I'm crossing my fingers, toes and eyes, willing the that puny chain to hold the weight of the monster.

The day began about 7:30 a.m. when the first friends arrived. First came Danny with the donuts, then Lee, Nick, Dan, Steve and Kevin all wandered over with their trucks and testosterone. Horizon Crane Services showed up promptly at 10 o'clock with an enormous crane that had to be maneuvered into place on top of the hill next to *Seayanika*. Just getting this truck up our narrow winding street was an undertaking. Once in place, four massive pods like spider's legs emerged from the sides of the semi, lifted the crane off the truck and leveled it in preparation for some heavy lifting.

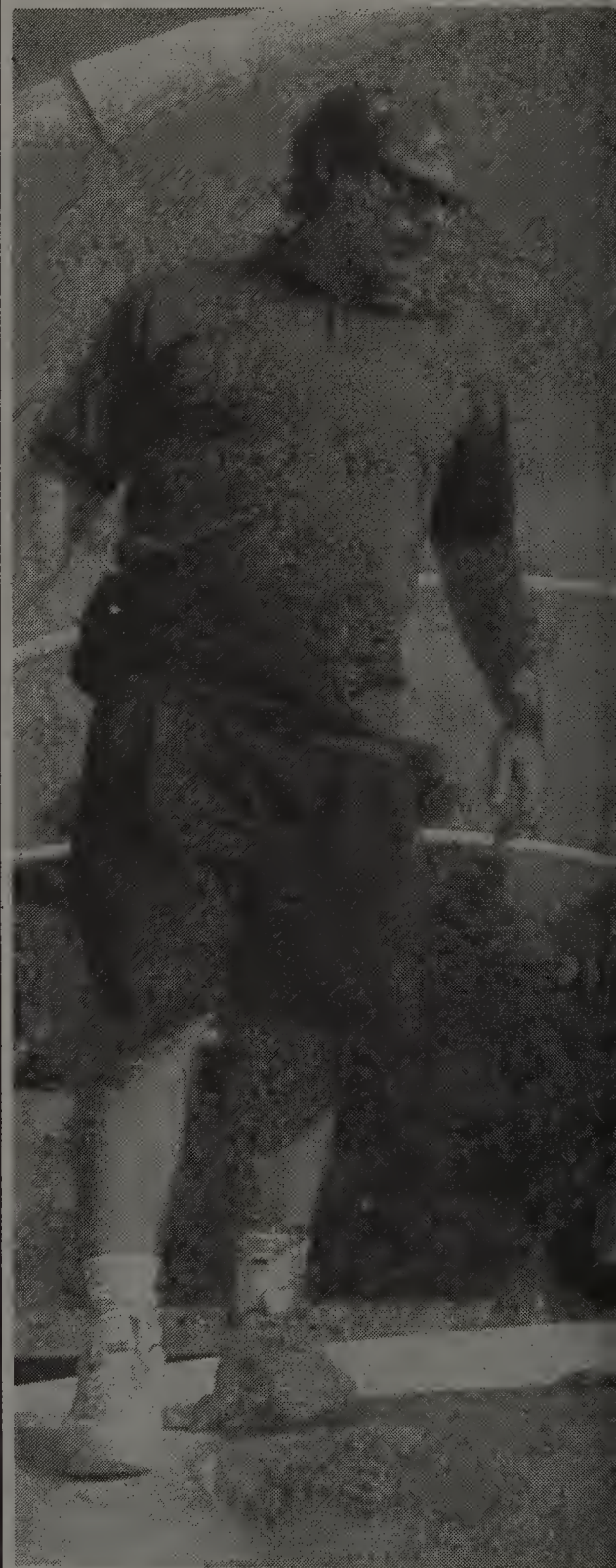
The first item to be lifted was the generator. It had to go in via the cockpit sole and then be pushed over to its mounting plate. Erik had

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geronimo

The latest assault on the World's Oceans began off France on February 18. If all goes well, Olivier de Kersauson and his 11-man crew will return to Brest in a couple of months with 25,000 miles and a new world record under their belts for the fastest non-stop circumnavigation in history. Their steed is de Kersauson's powerful new 110-ft Van Peteghem/Prevot trimaran *Geronimo*.

Curiously, the record chased by the



— triple threat

flamboyant 56-year-old Kersauson is his own. In 1997, aboard the 92-ft trimaran *Sport Elec*, he set the standing record for the *Trophee Jules Verne* — France to France — of 71 days, 14 hours and 22 minutes.

Kersauson, a media personality and protege of Eric Tabarly, has been working to put the *Geronimo* project together almost ever since his return. A dedicated

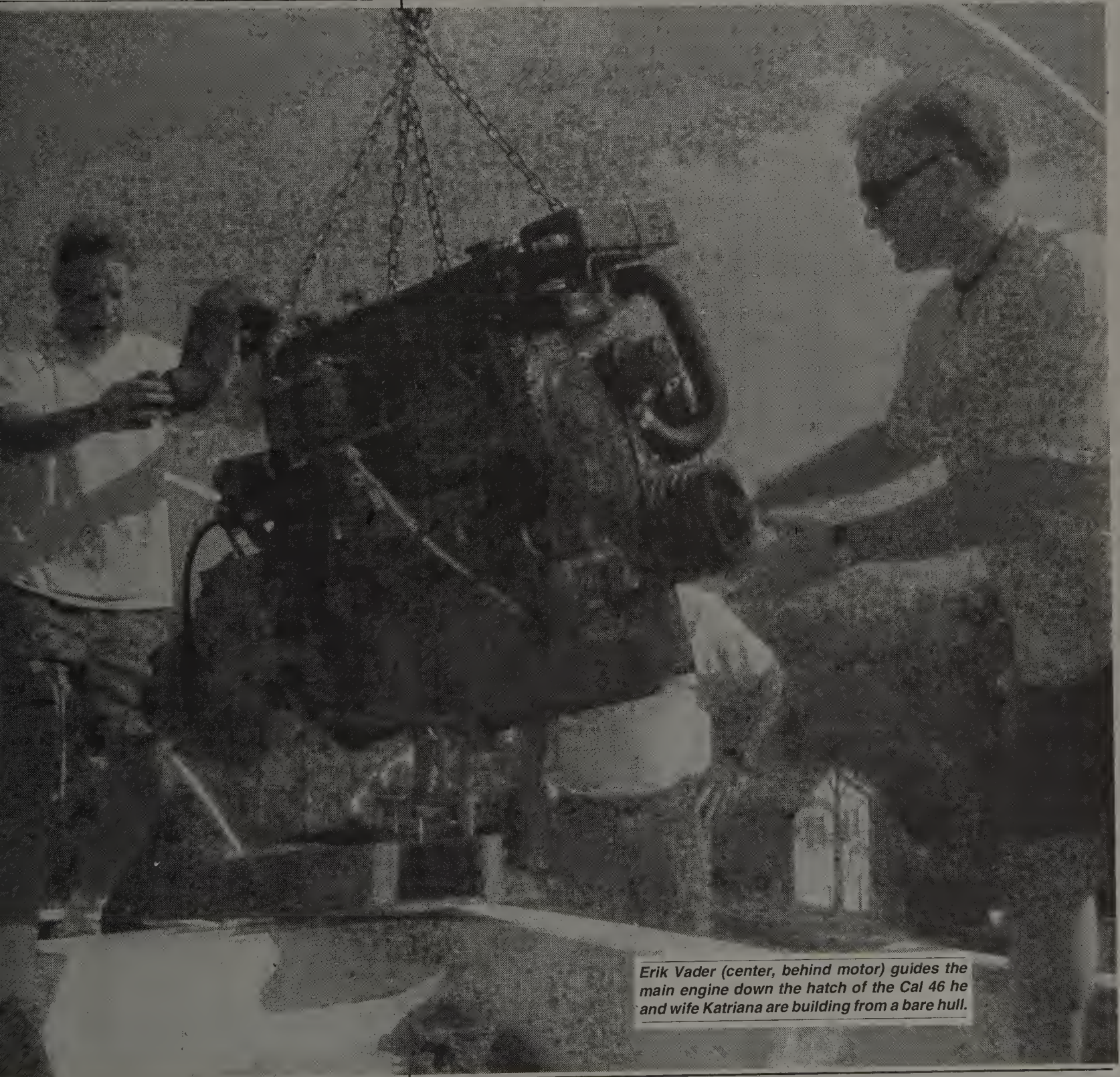
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seayanika — cont'd

made a ramped skid to facilitate the process, and it went smoothly. The main engine was next, and without a hitch it was chained, hoisted, boomed and lowered through the cockpit to its resting place on the mounts. It actually looks smaller inside the engine compartment than I thought it would. The washer/dryer lift also went smoothly, and was lowered through the companionway.

I thought the 35-ft mast section would prove problematic because it had to be lifted by one end and held about 55 feet in the air while the testosterone party fed it through the opening in the cabinhouse and onto the mast step. But this didn't prove to be a problem for either the

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Erik Vader (center, behind motor) guides the main engine down the hatch of the Cal 46 he and wife Katriana are building from a bare hull.

SIGHTINGS

seayanika — cont'd

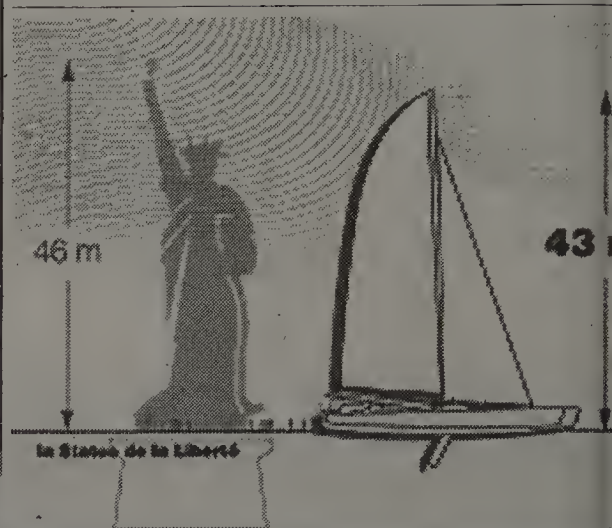
crane or Ed the Magnificent — the crane operator. Once the mast was in and wedged into place, Erik took his measurements for the chainplates, and the section was removed.

The hoisting, start to finish, only took about an hour. However, counting crane set-up and take down, celebratory donuts and coffee, and the video taped post-hoist interviews with the participants, we managed to burn up the two hour minimum. By noon the beer was flowing, and needless to say, not much more was accomplished on *Seayanika* for the rest of the day.

Our next project, so I'm told, is to install the spade rudder which we have just ordered to be made. Erik says we start by digging a hole, four feet deep, by four feet long, by two feet wide. . . . Oh joy, hand me a shovel!

— katriana vader

geronimo

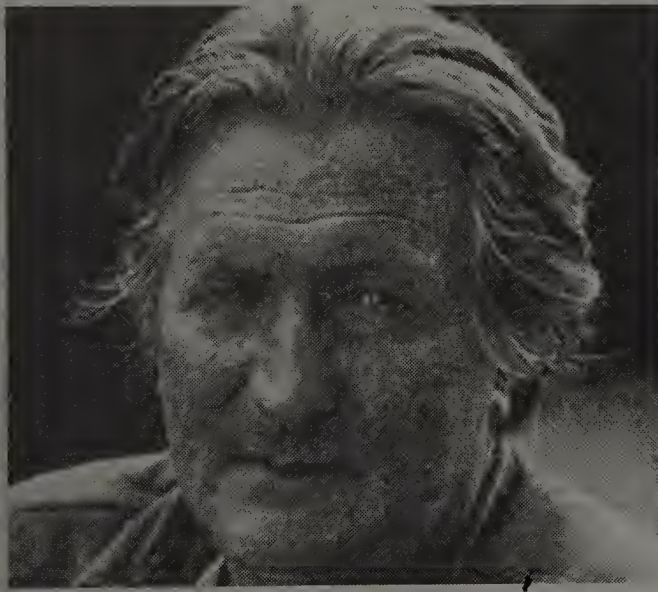


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trimaran man, he finally got the funding to have the boat put together by the Multiplast yard, which built the three Ollier sister cats for The Race. De Kersauson has no interest in that event, though. Like American Steve Fossett, Kersauson's four-year plan with *Geronimo* is to go after sailing records.

He's doing pretty well with this first one as we go to press — six days from the start, *Geronimo* (named for the Apache warrior who "never gave up") was almost twice as far down the line as he was in

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Spread, 'Geronimo' starts her round-the-world sprint. Inset above, an idea of just how big 'Geronimo' is. Above right, Oliver de Kersauson.

smoke on the water

On January 27, my sailing buddy Craig Eneboe and I thought we were going out for an uneventful sail. With temperatures in the high 40s, we bundled up and cast off from the dock at Sierra Point YC, and hoisted sail. About a mile straight up wind, I noticed a Cigarette-type motorboat about a mile upwind with plumes of smoke coming off its stern. It was crossing well clear of us, but I felt a bit miffed about all of the pollution it seemed to be putting out.

After a few minutes of sailing, I thought I heard people shouting. I almost always wear hearing aids ashore, so was a bit surprised at this, especially since we were had the KKSF

fundraiser playing on the cockpit speakers. I looked over at the motorboat, now closer, and saw even more smoke coming off the back — and several people standing on the bow waving something red.

I started my engine again and we motored over. The picture wasn't pretty. The engine cover was off and white smoke was pouring off the twin engines. Four people were standing on the bow, one on a cellphone. "Have you called the Coast Guard?" I yelled. "We're on the phone with them now. The engines caught on fire. There were flames everywhere."

I turned to channel 16 myself, identified my Catalina 320 *Kele*, gave our GPS coordinates, told them we were next to a powerboat on fire, and ended with "We're standing by awaiting your instructions."

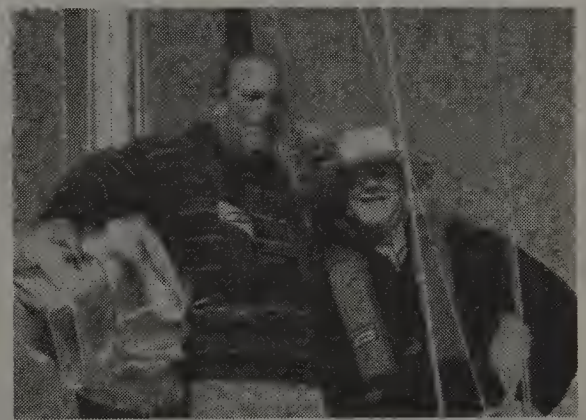
"Vessel *Kele*, can you get the people out of the water immediately?" The voice brought me out of my smugness. People in the water? I hadn't seen any, but realized that I hadn't looked. And we were motoring around in tight circles right next to the boat! I scrambled to the cockpit carrying my handheld VHF. "Are all of you still on the boat?" "Yes," they answered to my relief. "We were getting ready to jump."

The Coast Guard then asked if we could get the four people off the burning boat. As I approached from downwind, I asked if their fire extinguisher had helped lessen the fire, thinking that if I lent them one or two of mine, they might put it out completely. Their answer really startled me; "We don't have any!"

I scrambled below and passed up two of my four extinguishers to Craig. I kept two on my boat in case the fire started spreading. Craig tossed the two extinguishers into the cockpit as we slipped past. "Better put on your lifejackets," I said as we turned to make another pass. "We only have one," came the reply.

Craig and I were a little busy to comment, but we gave each other quite a look. The next pass, we tried to toss four lifejackets onto the boat from downwind. Missed with all four. I decided to take the people off without any further delay. I informed them of this and asked that they assemble in the front of their cockpit. Three of them moved but one woman stayed on the bow talking on her cell phone! I yelled at her to put the phone down and get ready to get off. No movement. I yelled again. She looked at me but kept talking. I felt like Captain Smith of the *Titanic* yelling at the passengers who refused to get into the lifeboats. Being a dad, I put on my best parent-yelling-at-a-five-year-old voice and hollered again. This time she put the phone in her pocket and moved back with the rest.

The transfer went smoothly and we notified the Coast Guard when all four — two men and two women — were aboard *Kele*. They asked me to switch to 22 and for the first time I realized that they had never switched me off of 16 — I guess they wanted to wait until everyone was safe.



Adam and Craig — the right place at the right time.

GILLES MARTIN-RAGET

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SIGHTINGS

smoke — cont'd

Once they were in our cockpit I saw that the men didn't have shoes and the women were holding their coats, but they were still dressed fairly fancy. "We took them off to get ready to go in the water," they said. "We were ready to swim for it till we saw you." When I brought up the lack of lifejackets they said that they were all good swimmers! I didn't mention that the water was around 50 degrees and that the current was running at over three knots *away* from the nearest land. I did tell them that they should take some boating classes. I wasn't totally rude, though: I did offer them coffee — Jamaican Blue. Hey, I have a reputation as a caterer to keep up!

About 10 minutes later, a 20-ft orange inflatable with four young Coast Guard men pulled alongside. After getting some details they went to work on the fire. In another 10 minutes, they returned, said they would take the passengers and the disabled motorboat to the nearest marina. Then the officer in charge asked, "What are your intentions,

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geronimo— cont'd

Sport Elec five years ago. Sailing conservatively after mast problems sidelined the boat for six weeks earlier this year, the 12-man crew reeled off one 511 miles in the first 24 hours, and more than 1,800 miles by day 4 — almost three times the distance *Sport Elec* had covered in the same period. At presstime, *Geronimo* was slowing as the boat approached the Dol-drums.

To break his old record of 71 days and change, de Kersauson will have to get back home by April 30. He hopes to be back, say, oh, 10 days sooner than that.

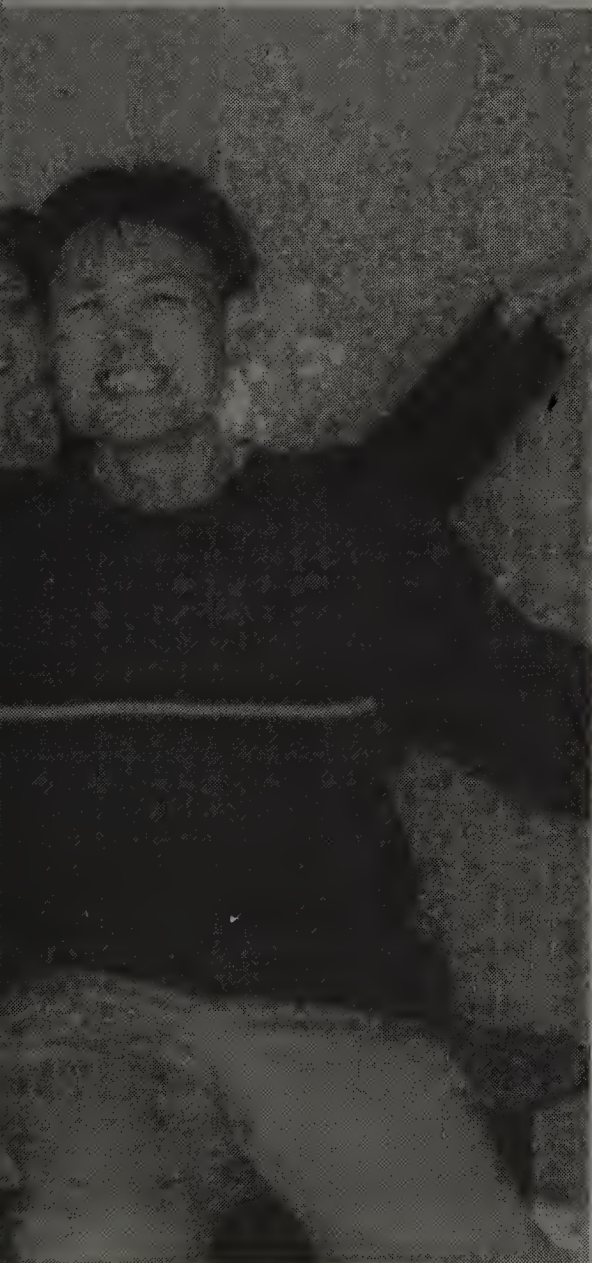
To follow *Geronimo's* progress, go to www.grandsrecords.com.



smoke — cont'd



Throughout the world, tallship festivals foster international good will and understanding. In keeping with that theme, Sail San Francisco Director Alison Healy (left, center) has assembled a staff of volunteers from Europe, South America, Asia and the U.S.



Captain?"

"Well, if you don't need me anymore, we're going sailing," I said. He smiled and thanked me. As the two boats separated, I called out, "You guys have been all over the Bay today, where's the wind?" A one word answer was tossed back as they motored away: "North."

I went below and muttered a prayer of thanks that all were safe. I radioed the Coast Guard and told them that everyone had been safely transferred and that I would be on my way. The voice over the radio thanked me and I told him that it is me who thanks them, for they have always stood by for me. It was then that I realized that I did not even know the names of the people we rescued nor the name of the boat. It just didn't seem important at the time.

We went north: found winds up to 23 knots and sailed nearly 20 miles in three hours, returning to our slip as the sun went down.

— adam weiner

hold onto your hat, the tallships are coming

Organizing an international tall ship event is on a par with staging a mini-Olympics — with the added complexity that tallship cadets have to cross oceans to arrive on scene rather than simply jetting in as Olympic athletes do. Nevertheless, the spirited staff of Sail San Francisco is organizing a 13-week succession of sail-oriented events this summer which involves sail training vessels from Europe, Asia, South America and Mexico.

A nonprofit organization "dedicated to fostering international goodwill and friendship through sail training," Sail SF was founded in 1999 with the sesquicentennial Gold Rush Sail as its inaugural event. The fleet of traditionally-rigged vessels that paraded beneath the Golden Gate back then was the largest assemblage of its kind since the Gold Rush itself. This summer's events will be even more ambitious in scope.

Spectacular tall ship festivals have been taking place in New York, Boston and major ports of Western Europe for decades, fed by races back and forth across the Atlantic. But enticing ships to come to San Francisco is a whole lot tougher, since we're not really 'on the way' to anywhere. (Tight vessel budgets and choked corporate funding in the wake of 9/11 and the economic downturn hasn't helped matters either.) Still, perhaps a half-dozen Class A ships (over 170 feet) will visit the Bay this summer, as well as 20-30 Class B vessels (100-170 feet). As Sail SF director Alison Healy explains, it's a matter of building momentum. She and her team hope to stage tallship events here every two or three years, just as New York and Boston do. And with each successful event, the foundation for the next is laid.

The centerpiece of this 'summer of sail' is the six-day Sail San Francisco 2002 festival, which will be kicked off by the arrival of the fleet on August 28. Afterward, the ships will be berthed along the San Francisco waterfront, and open for public viewing and a wide variety of onboard functions will take place, both at dockside and out on the Bay. Since the notion of promoting cross-cultural appreciation is inherent in such events, a range of cultural festivities such as music and dance presentations, are also expected to take place. Mark your calendar and stay tuned for details!

It was initially a disappointment when Healy learned that neither

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tallships — cont'd

Ecuador's 268-ft *Guayas* nor Mexico's 290-ft *Cuauhtemoc* could make the late-August event dates, but since they'll visit the Bay beforehand and afterward, respectively, she devised a novel plan: a 13-week run of dockside nautical events kicked off by *Guayas*' visit (July 31-August 3) and concluded by *Cuauhtemoc*'s (October 28-November 2). Veterans of past tallship events can verify that both ships have excellent bands within their ranks who can really liven up a crowd.

With Sail SF's established track record, Healy and her crew have garnered the support of Mayor Willie, many mainstream media organization and a variety of other agencies this time around. But as you might imagine, there is still a great need for financial support from corporations and individuals. In return, donors will receive a range of benefits. Yacht clubs are also encouraged to get into the act by sponsoring one of the tallships during its stay. And during the dockside festivities, many volunteers will be needed to help facilitate the visits of over a million tallship enthusiasts.

If you're fit and eager for adventure, though, perhaps the very best way to get involved is to book passage aboard one of the ships en route to the Bay. Several ships will be racing across the North Pacific to British Columbia, and many more will be racing from Seattle down to the Bay. (San Francisco is actually one leg in a series of West Coast tallship events, jointly called the Tall Ship Challenge 2002.) After the fleet sails out the Gate on September 2, they will race to L.A. to take part in events there (Sept. 6-10) and in San Diego (Sept. 12-16).

For further information on these upcoming events, as well as volunteer and sponsorship opportunities, check out the Sail San Francisco website at www.sailsanfrancisco.org or call (415) 477-9822. To learn aboard hands-on crewing opportunities call Ocean Voyages of Sausalito at (415) 332-4681.

coast watch

From mid-January through mid-February, Group San Francisco responded to 119 Search and Rescue cases. There were 10 uncorrelated (false) *maydays* during this period, resulting in one helicopter sortie, two boat sorties and approximately 30 hours of wasted personnel time.

The following are a few of the more interesting "real" search and rescue cases from the past month.

January 16 — At 5:33 p.m., Group San Francisco Operations Center received a report of a capsized kayak in the surf off Kelly's Cove. Reporting sources said the kayaker had become separated from his craft and was unable to get back to it. A 47-foot motor lifeboat (MLB) was launched from Station Golden Gate, and a helicopter was diverted from a routine patrol. The National Park Service (NPS) was notified. A group of surfers near the scene assisted the kayaker to the beach and recovered his boat before Coast Guard assets arrived. The kayaker was moderately hypothermic and was transported to the hospital.

This is a great example of water enthusiasts helping each other out. Since it was almost dark, these surfers likely saved the kayaker's life. Searching for a person in the water in the dark is very difficult and the kayaker was already hypothermic after only 25 minutes in the water. A great example of 'Partnering to Protect'!

January 17 — At 4:17 p.m., Station Bodega Bay received a report of a missing 4-year-old girl from Wrights Beach. She was last seen walking with her aunt at the water's edge when a wave knocked them down around 3:30. The sea conditions were four to six-foot swells and shore breaks, with a water temp of 51°. Station Bodega Bay launched a 47 MLB and an RHIB to search for the missing girl. A helicopter was launched from Air Station San Francisco. State Parks lifeguards and Sonoma County Sheriffs also joined the search from the shore and air. Several searches were conducted from 3 miles north to 3 miles south and out 2 miles from where she was last seen. Searches continued

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the eyes don't

The following is a follow-up to an article we printed in January, 2001 entitled "The Eyes Have It."

To refresh your memory, my fellow Howard and I have been cruising Mexico since November, 1998 on our 41-ft ketch *Nintai*. In June of last year, we went back to California because our boat was getting the dreaded bottom gelcoat strip done in La Paz. Howard went back to work in Dana Point part time and lost his glasses. He went to Costco for new glasses, but because his prescription was more than two years old, they refused to renew it until he got a new eye examination. This irritating little 'rule' probably saved his life.

Howard has Veterans Administration health care in La Jolla. The VA's policy is to dilate eyes for all examinations. Good thing, because they found a rare form of eye cancer called "choroidal melanoma." In North America, six people in a million get it. By the way, there is no age limit on this so don't blame it on getting older. It looks kind of like a pimple inside the eye at the back. You can't tell it's there unless you have your eyes dilated during an eye exam. A regular eye examination won't do.

Howard's growth was 2.8 mm thick and 10 mm wide — about the size of a dime — which is considered the middle size range. For treatment, we were given three choices: 1) Do nothing and see if it grows; 2) Have a small 'plaque' filled with radioactive material surgically placed behind growth for a week; and 3) Remove the eye and get an artificial one. Howard chose #2.

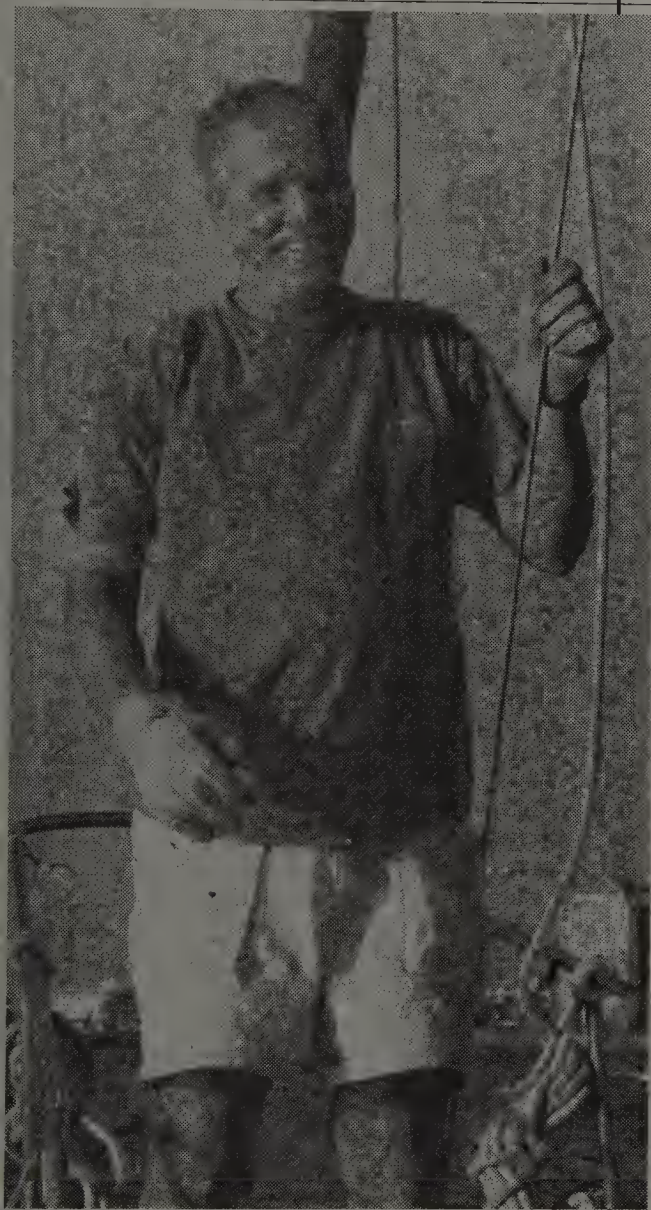
Surgery was performed September 28, 2000, at the Shiley Eye Institute in La Jolla. Howard laid around for a week watching the Olympics with one eye, while his other was covered with a lead lined patch. After a week, the patch was removed.

If this type of cancer spreads, it generally goes to the lungs or liver. For this reason, Howard has to return to California about every three months for blood tests and catscans.

We returned to Mexico in the fall of 2000, cruised the mainland in the spring of 2001, spent a terrific summer in the Sea of Cortez snorkeling, meeting new cruisers and generally having a terrific time. Well, terrific except for four nervous time spent in Puerto Escondido waiting to find out if hurricane Juliet would pay us a visit. No boats broke loose and all we got was a bunch of rain — and a very clean boat.

have it anymore

The great news is that at Howard's last checkup in October, the growth is now 2 mm thick and 9 mm wide. Plus the edges are 'jiggly' which means the entire growth



Thanks to early detection, Howard Maloney is 'looking good' these days.

is shrinking, which is what it's supposed to be doing.

As you pointed out in a sidebar, there is an excellent website on this topic put together by a Dr. Finger. It's at www.eyecancer.com. Dr. Finger explains how important it is for everyone to wear UV sunglasses. Not the cheapo ones that don't block dangerous UV rays. The individuals at greatest risk for choroidal melanoma are those who spend a lot of time outdoors: firemen, lifeguards, truck drivers and, yes, sailors. So wear your sunglasses, sunscreen and a hat, everyone!

Howard's next appointment is in April. We'll let you know how it goes.

— donna maloney,
nintai, la paz

coast watch — cont'd

until 10 p.m. that evening and resumed at sunrise the next morning. Searches by the Coast Guard and other agencies continued throughout the day. With no sign of the missing child found, the search was suspended at 6 p.m. on January 18th.

This tragedy is something that happens in this area all too frequently in the winter months. It isn't just boaters who need to pay attention at all times when they are near the ocean. Waves and breakers, even ones that aren't very large, are quite powerful and can catch you by surprise. A little friendly — or maybe even stern — warnings from some of you old salts when you're at the beach won't hurt, either!

February 4 — At 10:41 p.m., Station Rio Vista received a call from a woman who reported her 64-year-old diabetic husband overdue from a weekend trip to Oxbow Marina from Village West Marina. Station Rio Vista was able to hail the *Boreas III*. The operator stated he was lost and sounded disoriented. Based on the information the operator was able to provide and a radio line of bearings through our direction finding capabilities, we determined he was near the Port of Stockton. Station Rio Vista launched a 21-foot Light Utility Boat (UTL). While the UTL was enroute, the operator stated he was feeling faint and was lying on the deck. Sure enough, that's what we found when the UTL arrived on scene and transported the operator to Berth 9 Port of Stockton where he was transferred to San Joaquin County EMS. This crew likely saved this man's life.

This is one of the fortunate cases where a working VHF marine radio may have saved the life of a boater in need of medical assistance. Establishing reliable communications helped resolve this case quickly. Once the operator described what he could see, we were able to quickly determine his location and our radio direction finding gear provided confirmation.

February 10 — Throughout the afternoon, Group San Francisco Operations Center received multiple reports of surfers in distress in the vicinity of Seal Rock off Ocean Beach. Two 47-ft MLBs from Station Golden Gate, a helicopter from Air Station San Francisco, a Good Samaritan, the sailing vessel *Final Final*, and several shoreside reporting sources were all involved in spotting and the eventual recovery of at least 15 surfers caught in powerful rip currents. The MLBs transported several of the surfers approximately two miles south of Seal Rock to re-enter the water at their request. None of the surfers were injured.

One very positive aspect of this case is that many of the reporting sources maintained communications with our Operations Center. They called back to give updates when potential victims had managed to return to shore on their own. This prevented additional extensive searching. These incidents show just how overpowering the local rip currents can be, even for experienced surfers.

Please continue to sail safe out there, and to watch over each other. We at 'Team Coast Guard' have been staying very busy, but as you can gather by just a smattering of the cases mentioned above, we can't do it alone! Continue to be prepared and partner-up with your shipmates!

— captain tim sullivan

short sightings

PORT ISABEL, TEXAS — Running aground is not much fun to begin with, but it rarely lands boaters in jail. Of course, most boaters aren't carrying more than four tons of marijuana, either. That's what Coast Guardsmen found aboard the grounded fishing boat *HW Jr.* on January 18. The shrimper had apparently strayed out of the Brownsville ship channel and went hard aground in a remote area about 50 feet from shore. In all, they found 8,975 pounds of pot in bales of varying sizes, with an estimated street worth of more than \$7 million — making this the biggest drug seizure of the new year thus far. Ashore, they found a small inflatable raft, and a short distance away, the three hapless crew walking along a highway. Oops.

continued on outside column of next sightings page

SIGHTINGS

shorts — cont'd

NORTHERN CALIFORNIA BEACHES — Beaches from San Francisco south to Monterey have been a 'killing fields' for seabirds in the last two months. They come ashore, dead or dying, covered in sticky oil. Until last month, nobody could figure out where it was coming from. All investigators knew, through a sort of 'oil DNA' analysis, is that it was the same oil that had killed thousands of other seabirds and confounded the scientific community three previous times in the last ten years — then just disappeared.

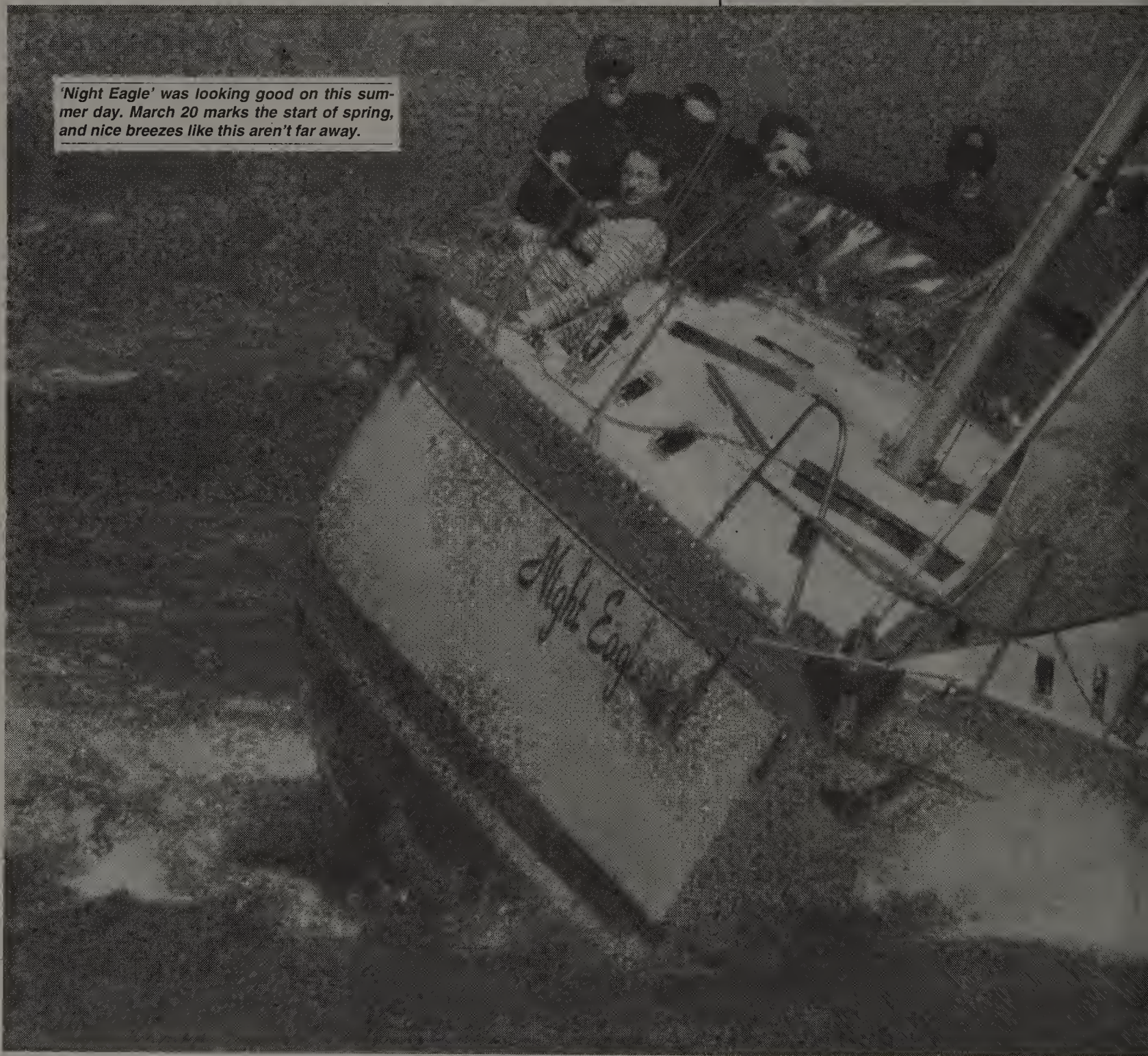
Last month, a collaborative effort between the Coast Guard and several state agencies finally solved the puzzle: the oil is seeping out of the wreck of the *Jacob Luckenbach*, a 470-ft freighter that sank in the Gulf of the Farallones in 1953 after colliding with another ship in fog.

continued on outside column of next sightings page

new queen

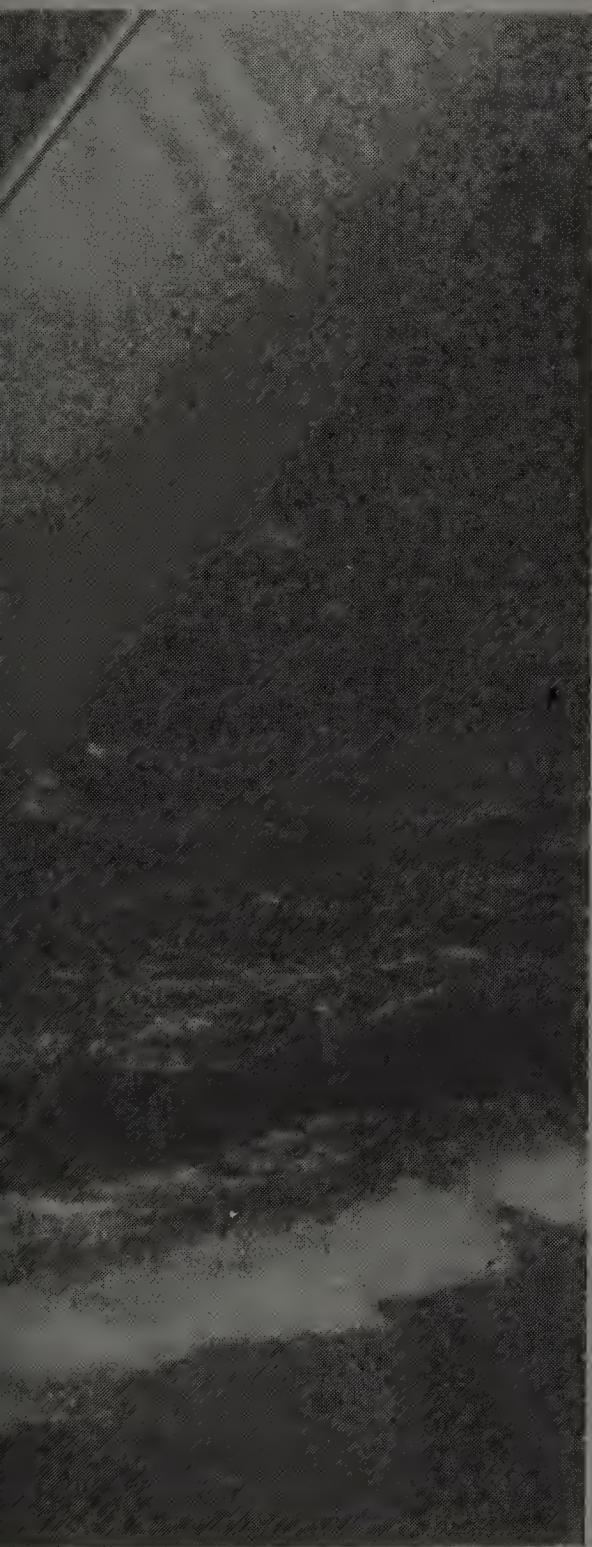
St. Nazaire, the French shipyard that built the great liners *France* and *Normandie II*, has begun construction of the first 'great' liner to be built in a generation, the *Queen Mary II*. When completed in 2004, the new *Queen* will stretch 1,135 feet in length, displace 150,000 tons and soar above the water as high as a 21-story building, making her the largest, longest, tallest and widest passenger ship ever conceived. (For comparison's sake, the *Queen Mary* now permanently drydocked in Long Beach displaces 47,000 tons.) At

'Night Eagle' was looking good on this summer day. March 20 marks the start of spring, and nice breezes like this aren't far away.



on the way

\$760 million, the newest Cunard liner will also be the most expensive. Up to 2,600 guests will enjoy such on-board diversions as a planetarium, five swimming pools, and a 25,000-square-foot 'winter garden' for "health, fitness and relaxation" — in addition to the mandatory "opulent main dining room" and "spectacular grand staircase" of course. Living quarters range from standard 200-square-foot cabins (3/4s of which have balconies and ocean views) to five 1,600-square-foot deluxe apartments.



shorts — cont'd

The new question now is how to stop the seepage from the deteriorating wreck, which lies in 150 of water 5 miles WSW of the Lightship.

SAN FRANCISCO — If the Reverend Amos Brown has his way, the homeless problem in San Francisco might one day be solved by having them become liveaboards. He has proposed that a couple of ships from the mothball fleet in Suisun Bay be brought down to docks in San Francisco, where they could provide living quarters for homeless people. In return, he says, the homeless could perform maintenance on the ships. It's a given that the latte set aren't going to like it much, but we think it's a pretty darned good idea.

NIAGARA RIVER — Not following proper communication and safety procedures resulted in the loss of two men whose small boat capsized a year ago on the Niagara River. The surprising aspect of the recently-released Coast Guard investigation in the incident is that the capsized boat and crew were Coast Guard.

The incident occurred on March 23. Four crew aboard a 21-ft Rigid-Hull Inflatable (RHIB) departed Station Niagara at about 7:45 p.m. for a routine patrol of the Niagara River to look for illegal immigrants. They were not seen again until almost 1:30 a.m. the following morning when a New York fireboat found the two surviving crew clinging to a buoy outside the intended patrol area of the RHIB. The two deceased crew succumbed to hypothermia and drowning, despite wearing survival suits. The investigation revealed that the coxswain (driver) of the boat had detoured into Lake Ontario — apparently to show a 'new guy' the area — without first checking in by radio. On the way back to their intended patrol area, a wave slewed the boat sideways and capsized it, spilling the men into the frigid 36° water. Although all were wearing survival gear, apparently they did not all have it on correctly, compromising the effectiveness of the suits.

The next mistake they made was to abandon the upturned RHIB and try to make it upcurrent to a lighted buoy. This further sapped their strength and resistance to the cold. To make matters worse, their flare kit was 'inoperable.' The boat also did not have an EPIRB aboard. (Apparently it is not required on a boat this size.)

It was estimated that the boat capsize took place shortly before 8 p.m. A search began when the RHIB missed its on-the-hour radio schedule. The key factor in the long search was the coxswain's failure to communicate his short foray into Lake Ontario — searchers were concentrating their search in the area of the Niagara River where the RHIB should have been.

For the complete 'Final Action Message' on this incident, see the USCG District 9 website at www.uscg.mil/d9/uscgd9.html.

SEATTLE AND SAUSALITO — Boat fires claimed the life of one man in Sausalito and damaged or destroyed some 20 boats in Seattle in January and February. The dead man, a 50-year-old liveaboard whose name had not been released at presstime, apparently died of smoke inhalation after his Columbia 26 caught fire while anchored in Richardson Bay on February 20. Local fishermen spotted the early-morning fire, and had it pretty much put out by the time the Coast Guard arrived. The cause of the fire is under investigation.

Farther north, a three-alarm fire swept through a covered dock at the Seattle YC on January 29. This one was spotted by diners at the club, who tried unsuccessfully to put it out with fire extinguishers. The source was traced to an electrical malfunction on an unoccupied powerboat. Fortunately, no one was injured, but 14 boats sank, including the 'source' boat, and another six to eight sustained heavy damage. The dock itself was destroyed.

SAN DIEGO — On February 21, a 23-ft sailboat with — ahem — 17 people aboard capsized and sank in San Diego Bay. Fortunately, the captain and crew of — ahem — *Dog Meat* were quickly rescued by a passing motoryacht and brought to the Bali Hai Restaurant dock on Shelter Island. Also fortunately, no one was hurt or cold enough to be hospitalized. We received notice of this story just before presstime, so didn't have any more details than what you've just read. But we'd sure love to hear some.

IACC RACING

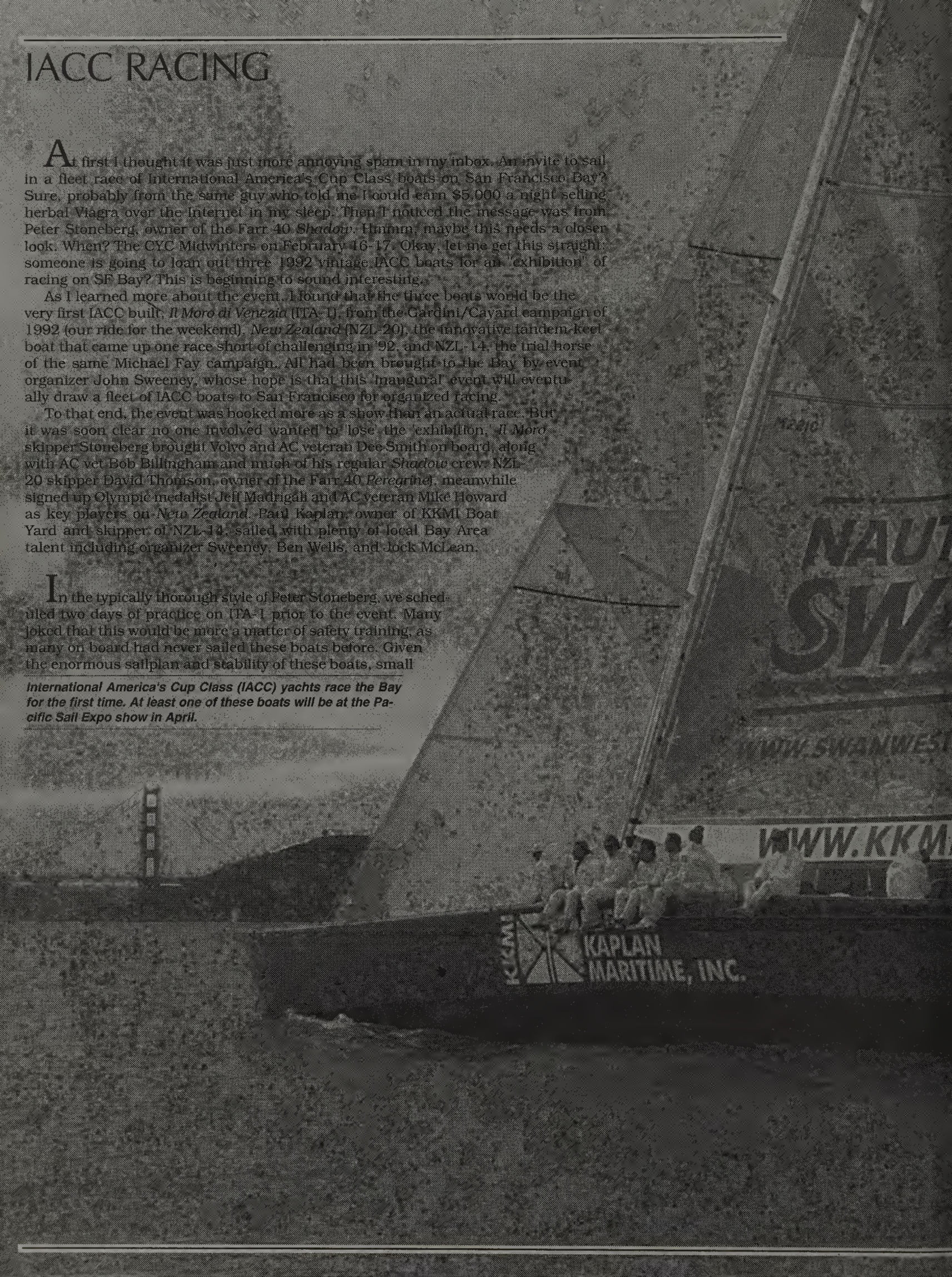
At first I thought it was just more annoying spam in my inbox. An invite to sail in a fleet race of International America's Cup Class boats on San Francisco Bay? Sure, probably from the same guy who told me I could earn \$5,000 a night selling herbal Viagra over the Internet in my sleep. Then I noticed the message was from Peter Stoneberg, owner of the Farr 40 *Shadow*. Hmmm, maybe this needs a closer look. When? The CYC Midwinters on February 16-17. Okay, let me get this straight: someone is going to loan out three 1992 vintage IACC boats for an "exhibition" of racing on SF Bay? This is beginning to sound interesting.

As I learned more about the event, I found that the three boats would be the very first IACC built: *Il Moro di Venezia* (ITA-1), from the Gardini/Cayard campaign of 1992 (our ride for the weekend), *New Zealand* (NZL-20), the innovative tandem-keel boat that came up one race short of challenging in '92, and NZL-14, the trial horse of the same Michael Fay campaign. All had been brought to the Bay by event organizer John Sweeney, whose hope is that this 'inaugural' event will eventually draw a fleet of IACC boats to San Francisco for organized racing.

To that end, the event was booked more as a show than an actual race. But it was soon clear no one involved wanted to lose the exhibition. *Il Moro* skipper Stoneberg brought Volvo and AC veteran Dee Smith on board, along with AC vet Bob Billingham and much of his regular *Shadow* crew. NZL-20 skipper David Thomson, owner of the Farr 40 *Peregrine*, meanwhile signed up Olympic medalist Jeff Madrigah and AC veteran Mike Howard as key players on *New Zealand*. Paul Kaplan, owner of KKMI Boat Yard and skipper of NZL-14, sailed with plenty of local Bay Area talent including organizer Sweeney, Ben Wells, and Jock McLean.

In the typically thorough style of Peter Stoneberg, we scheduled two days of practice on ITA-1 prior to the event. Many joked that this would be more a matter of safety training, as many on board had never sailed these boats before. Given the enormous sailplan and stability of these boats, small

International America's Cup Class (IACC) yachts race the Bay for the first time. At least one of these boats will be at the Pacific Sail Expo show in April.

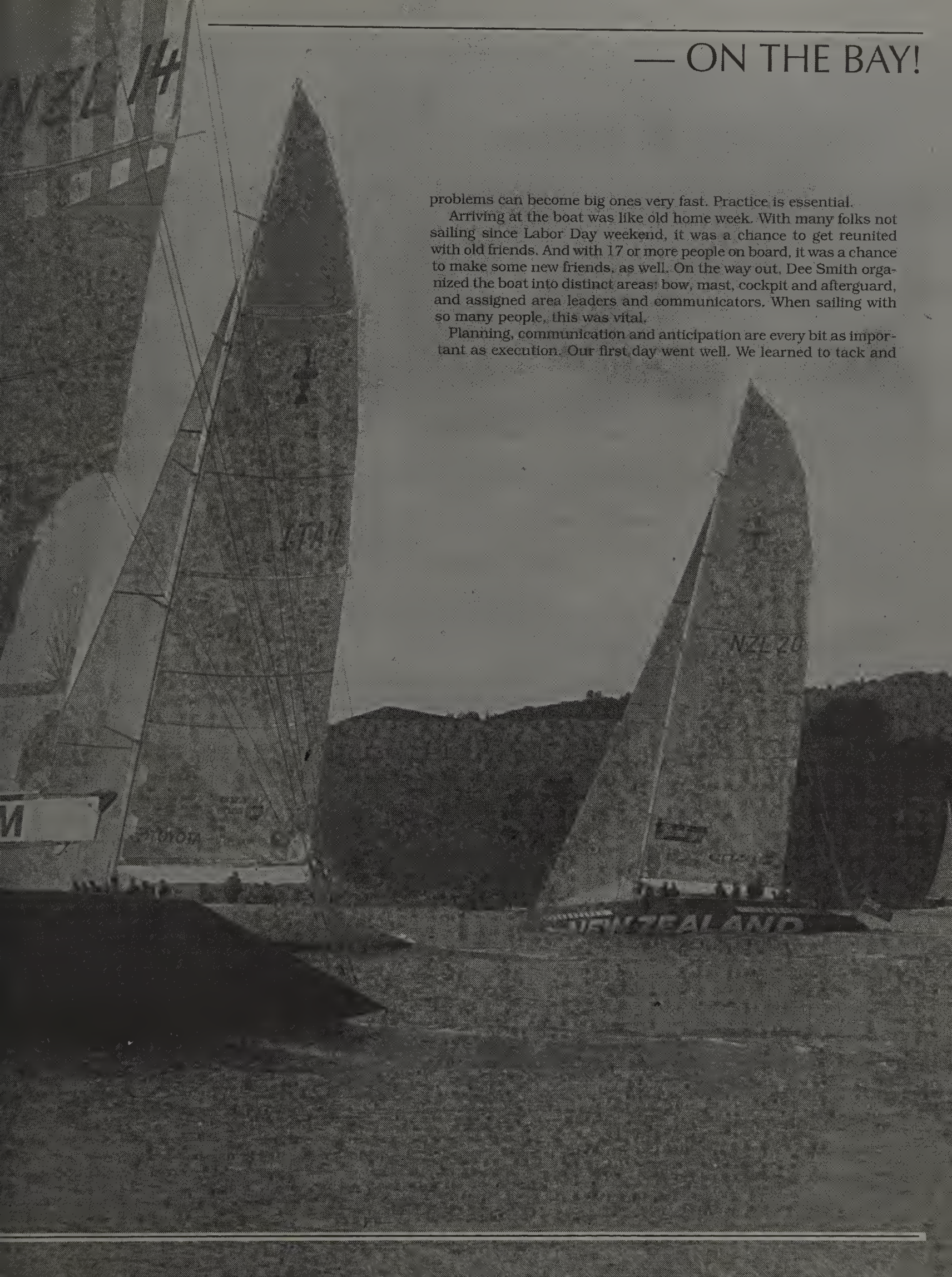


— ON THE BAY!

problems can become big ones very fast. Practice is essential.

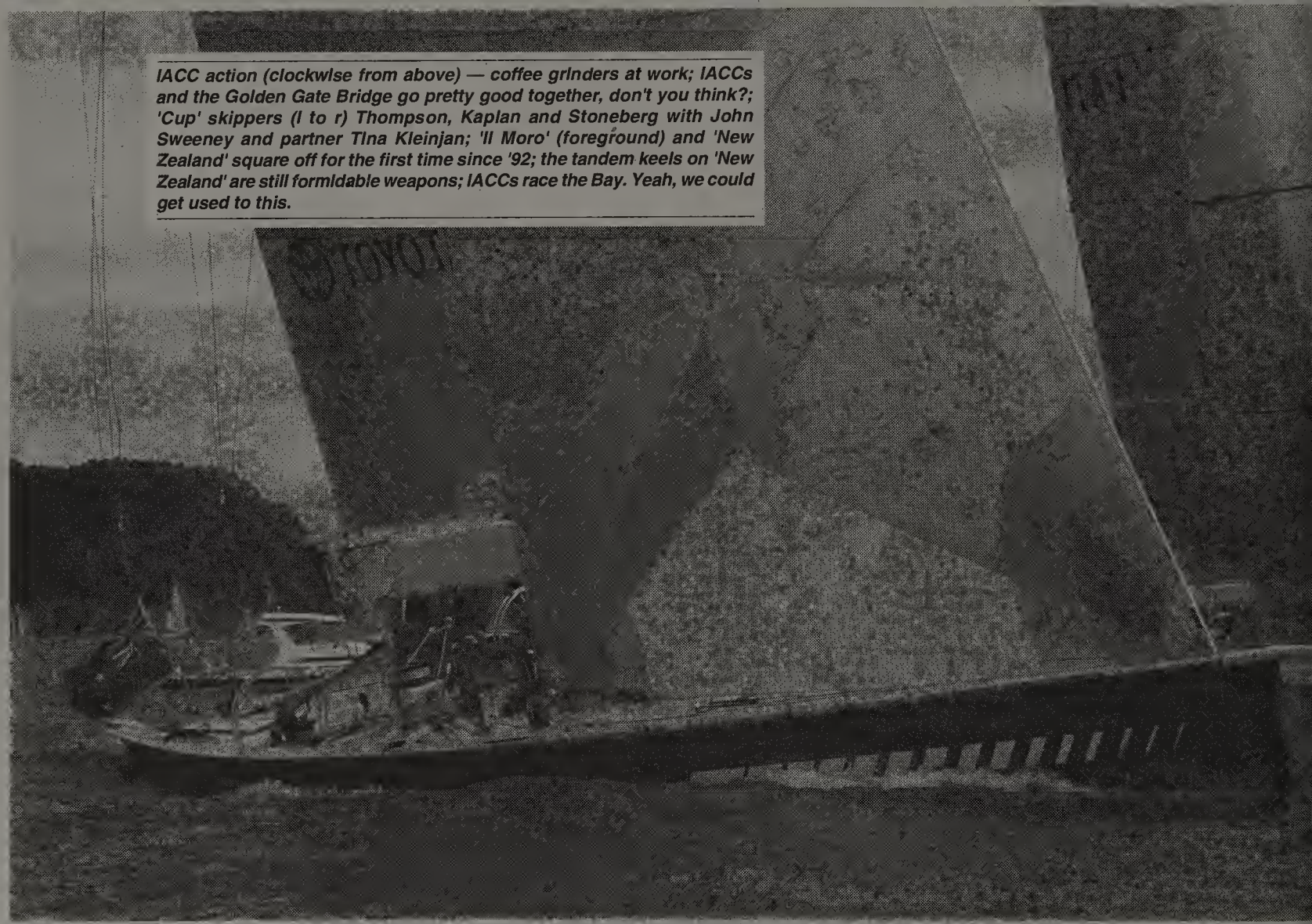
Arriving at the boat was like old home week. With many folks not sailing since Labor Day weekend, it was a chance to get reunited with old friends. And with 17 or more people on board, it was a chance to make some new friends, as well. On the way out, Dee Smith organized the boat into distinct areas: bow, mast, cockpit and afterguard, and assigned area leaders and communicators. When sailing with so many people, this was vital.

Planning, communication and anticipation are every bit as important as execution. Our first day went well. We learned to tack and





IACC action (clockwise from above) — coffee grinders at work; IACCs and the Golden Gate Bridge go pretty good together, don't you think?; 'Cup' skippers (l to r) Thompson, Kaplan and Stoneberg with John Sweeney and partner Tina Kleinjan; 'Il Moro' (foreground) and 'New Zealand' square off for the first time since '92; the tandem keels on 'New Zealand' are still formidable weapons; IACCs race the Bay. Yeah, we could get used to this.



jibe without hurting anyone, and came to appreciate the high loads on various gear. With the exception of a small mishap that caused the mainsail to freefall — and subsequently deposit the boom on Dee's head — all went well.

Day two brought a little more breeze,

a chance to check out our race sails, and the opportunity to refine our maneuvers. For this event it was agreed that all boats would sail without spinnaker poles, and tack asymmetrics to the bow. At first this seemed a bit like sailing with training wheels, but all agreed that it made sense.

We were out to enjoy the boats, and not rack up bills for broken parts and people. Make no mistake, a well executed jibe of an asymmetric that extends over 100 feet on the luff and 50 feet on the foot is no mean feat. Just ask any of the grinders as they hauled about 100 feet of spinny



ALL PHOTOS LATITUDE 38

sheet around the boat!

Saturday dawned bright and beautiful, with the prospect of moderate, shifty breezes from the Southwest. Sweeney gathered all the crews onto the upper floor of the CYC for a quick briefing of the day's itinerary. We were to sail a

Bay tour, and, for today, the plan was to intentionally keep the boats close together. "More parade than race," he said. As I looked around the ballroom at the assembled talent I thought, "Yeah, right — these guys are going to sail a no-compete parade."

Out on the water, we all lined up at the start; NZL-14 to weather, NZL-20 to leeward and ITA-1 sandwiched in between.

It quickly became apparent that NZL-20 was of a different breed. As soon as Thomson and Madro got their tandem

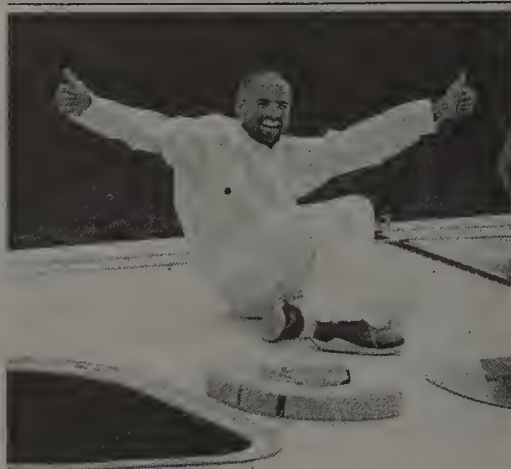
IACC RACING — ON THE BAY!

keel dialed in, they shot ahead. The difference was so dramatic, you have to wonder how many syndicates are still working with this option today.

Overall, the day went on as planned. The boats sailed back and forth across the Bay, enjoying a bit of interaction along the way. With radios on board, the course was adjusted mid-leg, sometimes to respond to the ever shifting breeze, and to keep the fun meter pegged.

That night, the three skippers hosted the crews to a relaxing dinner at the CYC. Each got up to say a few words. It was clear that Thompson, Stoneberg and Kaplan had thoroughly enjoyed themselves, each in his own way. Kaplan spoke for everyone when he heaped praise on John Sweeney for having the courage and vision to put together the event, and the underlying business plan behind it.

As David Thompson spoke, it became clear he has an affinity for NZL-20 that goes back to the first time he saw the boat prior to the '92 Cup. The opportu-



It was definitely a thumbs-up weekend.

nity to steer and race a boat he had admired since the day it was launched was nothing short of a dream come true.

Peter Stoneberg, also a serious player in the vintage F-1 automobile circuit, saw many parallels to the early days of that sport. When you listened to Peter's words about the beginnings of vintage F-1, and then looked around the room at the smiles on the assembled skippers, crews and organizers, you couldn't help but believe it really is possible — we may actually someday see a regular schedule of IACC racing on SF Bay.

On Sunday, the squalls of the previous evening gave way to a flat calm in the early morning. By race time a nice 10-12 knot westerly had filled in, allowing a start on the western face of Angel Island. With more breeze, the boats proved more equal in speed. A windward/leeward contest traversed east and west through Raccoon Straits four times. At one point on the run, all three boats were overlapped, jibing back and forth down Raccoon Straits — and this time, we weren't 'faking it.' Blocking of lanes, calls of 'starboard' echoing across the water, and finally a split kite on NZL-20 allowed ITA-1 to escape into the lead.

In the end, no one will remember who won the first IACC fleet race on San Francisco Bay. For those who had the unique chance to participate, or just to watch from the water or the shore, this weekend will be remembered as the first time the AC boats came to the Bay. If all goes as planned — and hoped — it certainly won't be the last.

— dave gruver

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CARL SCHUMACHER, 1949-2002

We still can't believe it, but Carl Schumacher — gifted naval architect, talented sailor, family man, and friend to so many of us — passed away unexpectedly at his Alameda home after dinner on February 5. The sad news sent shockwaves through the West Coast sailing community, and even now we are struggling to make sense of this incomprehensible loss. Carl was just 52 years old and ostensibly in great shape — he didn't drink, smoke, or even put caffeine in his body, and we always thought he would outlive all of us.

To those who only know him by name, Carl will be remembered as the designer of over 50 production and custom sailboat designs. The production boats included the popular Express line (27, 34, 37), the Alerion-Express line (20, 28, 38), and the Capo 30 (which later became the Olson 911-S) and 26. Four of his designs have won *Sailing World's* prestigious Boat of the Year awards, most recently the Synergy 1000, which won 'sport boat' honors in '99. Among Carl's best-known custom designs are *Summertime Dream*, *Wall Street Duck*, *National Biscuit*, *Heart of Gold*, *Swiftsure II*, *Recidivist*, *Surprise*, and *Q*.

Carl was working on at least six custom projects when he passed away, four of which are under construction — a pair of 50-foot racer/cruisers down in New Zealand, a 77-foot performance cruiser up in Seattle, and a 23-foot daysailer in Massachusetts. His career was in high gear, and the phone was ringing off the hook. Carl's reputation, both professional and personal, was impeccable, and everything had come together perfectly for him.

Outside of work, things were just as good. Carl was devoted to his wife Marilyn, whom he was planning to take touring in New Zealand this month, and his children — Sutter, 25, and Evan, 21, who are both fine young adults. He had countless friends and admirers all over the world, and travelled extensively to race, cruise and oversee production of his various boats.

Carl loved to race sailboats, both distance races and around the buoys. He

grew up sailing in Newport Beach, progressing through the ranks from Sabots to Snipes to Stars. He burst onto the na-

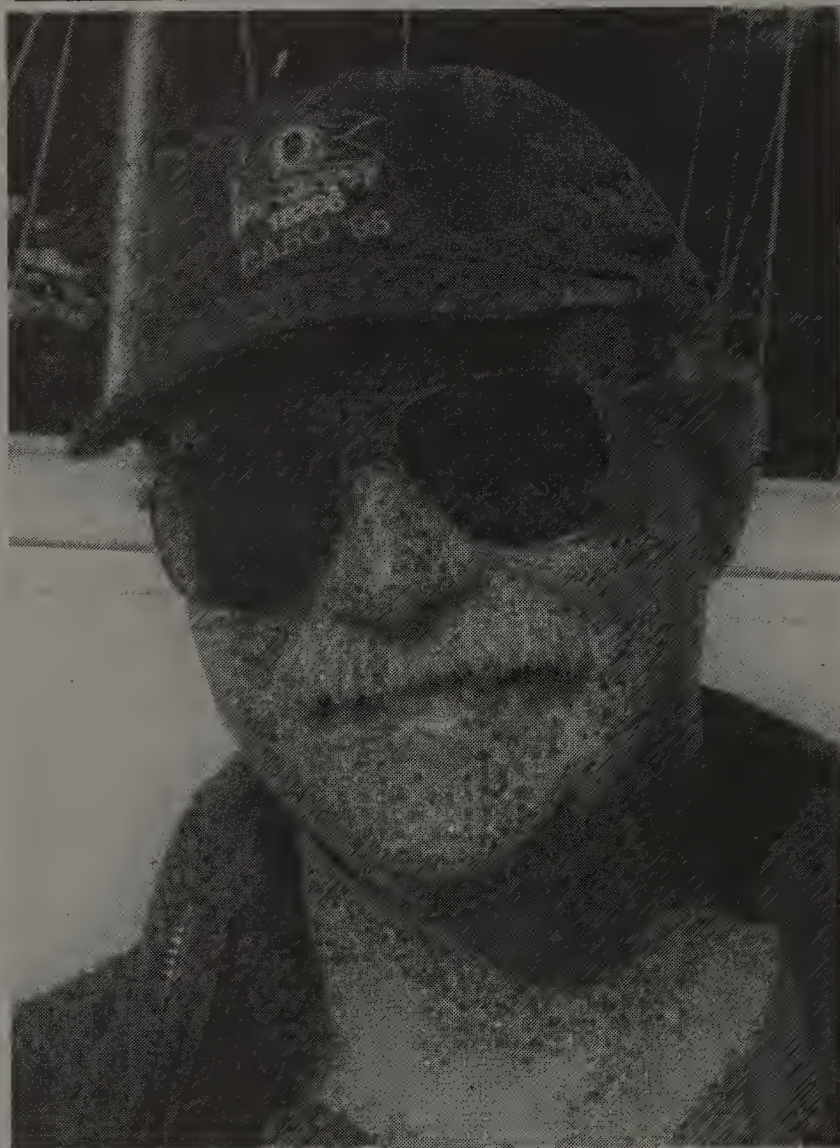
knowledge unselfishly to many sailing organizations, especially the NorCal PHRF Board and *Sailing World's* Boat of the Year competition. He was also active in his church, adhering to the principles of Christian Science. He crammed a lot of living into his 52 years, always managing to balance working hard and playing hard. He was perpetually busy on one project or another — but still made time for his friends, and was always there when you needed him.

Carl grew up in Newport Beach and knew from the age of 12 what he wanted to do — design sailboats. He entered his first design contest at age 14, a three-man keelboat competition sponsored by *Yachting* magazine. After college at Cal Poly in San Luis Obispo, Carl put in his time with the Navy Reserve and a brief stint with Jensen Marine, learning how fiberglass boats went together. In 1973, he moved north to work for Gary Mull, spending four years in that Oakland office before growing weary of Mull's philosophy of heavy boats, big rigs, and pinched sterns.

Eager to test his own design concepts, Carl hung out his shingle in 1977. Af-

ter struggling for two years, he concluded that the only way to draw attention to his skills was to design and build a fast boat, and then go win some races. *Summertime Dream* — a light, easily driven, simple boat that, like all of Carl's boats, was fun to sail — was the result, and the rest is history. The late Shimon Van Colli wrote a wonderful five-page story about Carl in our December, 1984, issue, which we have dusted off and posted on our website (www.latitude38.com). It chronicles Carl's boyhood years and his early struggles, ending just as his career was taking off after designing the Express 27 and the IOR 38-footer *Wall Street Duck*.

A complete list of Carl's designs appears at the end of this article. It's an impressive body of work, especially con-



Carl Schumacher.

tional scene with his breakthrough 26-footer *Summertime Dream*, winning the Quarter Ton Nationals in '79 and '80. Subsequently, Carl owned and successfully campaigned two Express 27s, *Moonlight* and *New Moon*. He raced to Hawaii, Mexico and down the coast dozens of times, and also competed in the Bermuda Race, the Pineapple Cup, the Fastnet Race, Kenwood Cup, One Ton Worlds and just about every other major event imaginable. Lately, Carl was partners in three boats — a Mercury (*Left Schu*), a vintage Chris Craft powerboat (*Hubba Hubba*), and an Express 37, *Golden Moon* (ex-*Bliss*).

Carl was a member of Encinal and St. Francis YCs, and gave his time and

— ALAMEDA'S GENTLE GENIUS

sidering Carl was a 'one-man' office. The boats are Carl's most tangible legacy, but he affected everyone he met with his humility, his infinite patience and intelligence, his dry wit, and his kind spirit. He enriched the world with his gentle presence, and will not be forgotten — as evidenced by the tributes which follow.

Carl's many friends — some from as far away as New Zealand — will gather to celebrate his life on Sunday, March 24, at the St. Francis YC between 1-3 p.m. A Cityfront boat parade, naturally with an emphasis on Schumacher designs, will follow. For once, it will be a time to sail slow, and reflect on the life of a great man. For those inclined to honor Carl another way, a junior sailing fund in his memory has been created at Encinal YC. Checks may be made out to the "Carl Schumacher Fund, Encinal Sailing Foundation," 1251 Pacific Marina, Alameda, CA 94501.

— latitude/rkm

I first met Carl at the SORC in 1976 when he was working for Gary Mull and I for Britt Chance. Later that year I moved to Mull's office and had the pleasure of working with Carl there for the next two years. Even then, as a Mull employee, Carl had an air of authority and seriousness towards his work. Behind the formal designer persona was a man with a sense of humor and kid who loved the thrill of playing with cool toys.

It seems silly now, but I suppose our friendship over all these years has partly been that we just enjoyed teasing one another. He was always so well-balanced. I loved trying to tilt the balance just a bit and bring out the kid behind all that maturity and self-control. I don't think that was common among Carl's relationships. He strove — successfully — to be such a good person. I never once saw him take anything but the high road.

Mull once asked all of us what physical attribute we were most attracted to in a woman. Carl's answer was "a pleasant smile." I was struck by the wisdom of that. What physical attribute is attractive unless backed by a beautiful spirit? Moreover, it was an answer that reflected the nobility that was so typical and consistent in Carl.

Carl soon went off on his own, starting the hungry years, which I can identify with all too well. His first office was a desk behind the dryer in his laundry

room. His first answering message, back in the early days of answering machines, was even cornier than mine — with the

Marilyn, "Is Carl as nice at home as he is to everyone outside the home?" The reply was, "He's nicer," and I believed it. What a great loss.

— joyce andersen

*I had no trouble sleeping when
Carl was on watch.*

music from "Victory at Sea" playing in the background, Marilyn's voice explained that Carl was up on deck tucking in a reef and would have to return your call at the next watch change.

I remember admiring *Summertime Dream* when Carl was outfitting her himself to save money. There was some innovative thinking there, like lever runners, a flexible mast tip, and a sealed rudder root. It was one of the early IOR boats designed more to go fast than trick the rule. There is no higher compliment I can offer another designer than to say I would have been proud to have designed that boat. *Summertime Dream* was the first of several Carl did that stirred similar emotions.

For a long time, the boat had just one bucket, used for bailing, washing dishes, and bathroom facilities. "We wash it out in between," Carl explained. I remember a San Diego race where the waves were so huge that I started looking for little waves to run into to slow down as we plummeted down the face of the big ones. It was wild, but I had no trouble sleeping when Carl was on watch.

We sailed many ocean miles together — to Drake's Bay, the Farallones, Hawaii, Manzanillo, Cabo. He was the kind of guy you wanted to have on board, always calm, confident, and competent. And when you poked at him a little bit, that mischievous grin would appear under the bushy moustache and his eyes would light up behind the salty glasses. Time to get ready for some good-natured ribbing.

I'll miss you, buddy. The world has lost a talented designer and a truly fine human being.

— jim antrim

My fondest memory was at Sy Kleinman's christening of *Swiftly 2*. Carl was there with Marilyn and his mom sitting on a couch in the Northwest Room of the yacht club. I was sitting next to them and was commenting on how wonderful Carl was and I just had to ask 'mom' and

For those of us who were lucky enough to know Carl and fortunate enough to call him a friend, he was a quiet force. Carl was always a winner, and now, as I reflect, I know why. He respected people and had an ability to match their talents. He could keep things, great and small, in perspective. He knew how to have fun. And he was always there when I needed him, if only to review a sticky issue related to the Express 27 class, to proofread an article for the newsletter, to help us deal with a related design issue or just to gab with while racing in the Big Boat Series.

So, as Tony Pohl, Mike DeVries, Hunt Conrad, Gary Sadamori, and I sit here on the new Schumacher-designed Synergy 1000 which Tony and Mike have just splashed today, I know that there will forever be an empty place in our hearts because we will never again hear that quiet wit. However, Carl, I also know that we will carry your smile with us every time we sail and we will never forget the great times and wonderful friends your boats brought into our lives.

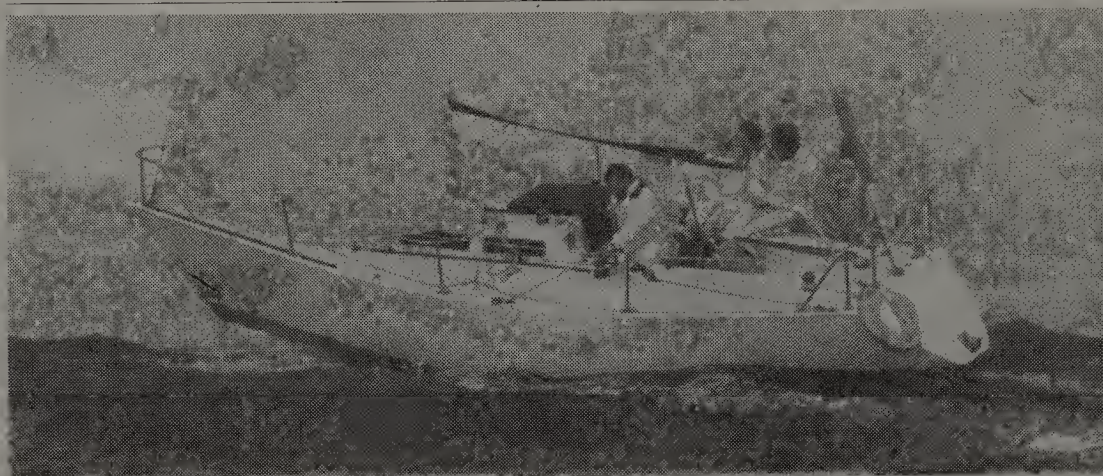
In tribute to Carl, Tony and Mike have named the new red boat *Summer Moon*.

From the crew of *Mad House*, thank you, Carl. You will sail with each of us forever!

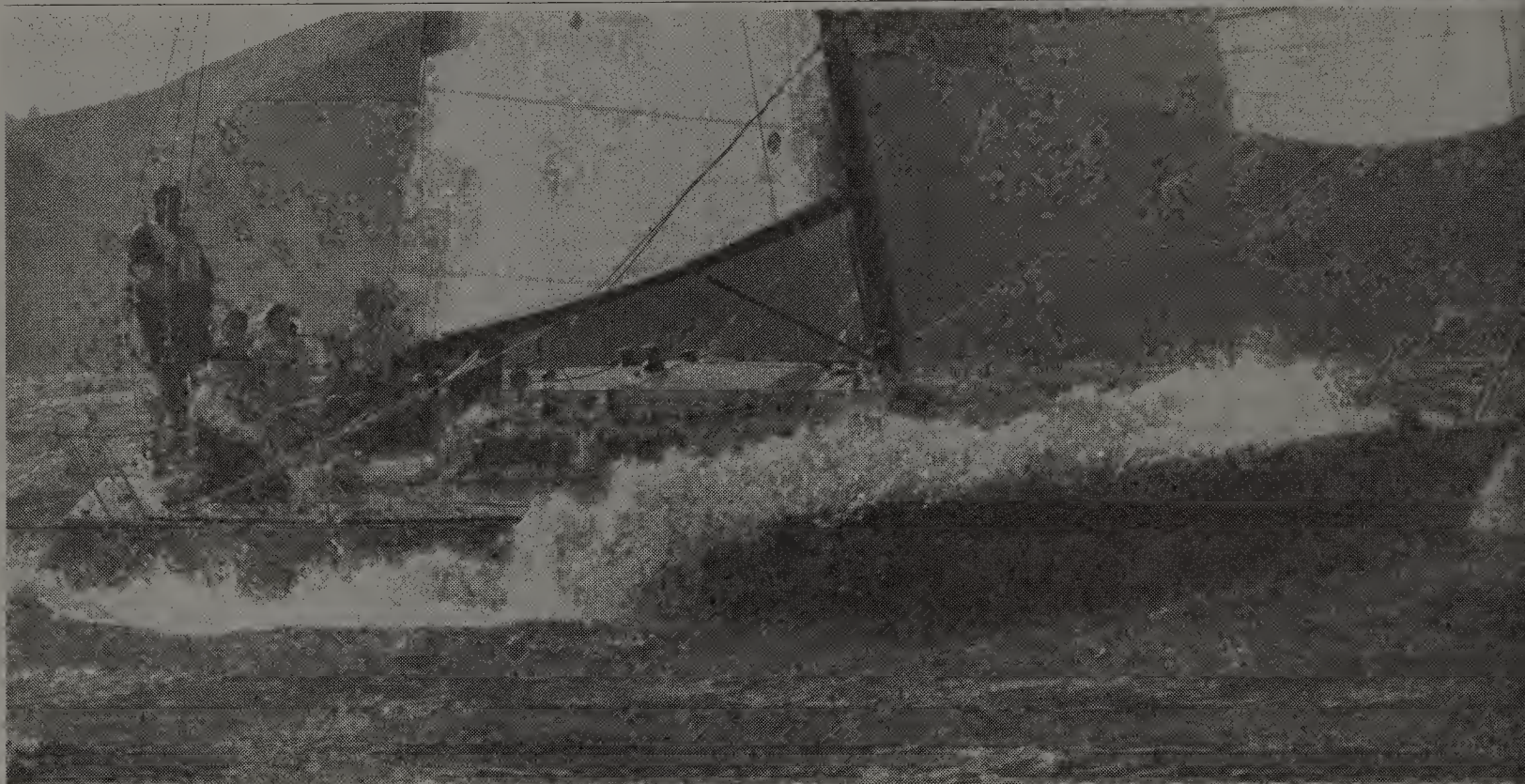
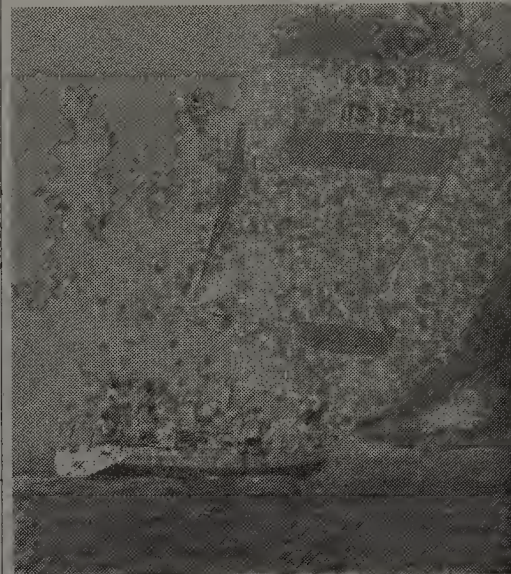
— ken moore

I first met Carl Schumacher in 1970 at Cal Poly, San Luis Obispo. We were on the sailing team together and because I was a freshman and he was a sophomore, I was his crew for many of the intercollegiate races. One race in particular stands out. It was called the Sweet Regatta, held at Newport Beach in Shields. The course was set among the many anchored yachts in the harbor. If you have ever sailed a Shields, you can appreciate the amount of apprehension maneuvering these boats in close quarters. We were in contention for a trophy, and during one of our matches we starboard-tacked our competitor to get to the mark first. We won the race but found

CARL SCHUMACHER, 1949-2002



A small part of the Schumacher legacy (clockwise from above) — the quarter-tonner 'Summertime Dream'; 'Wall Street Duck'; the Alerion Express 28; Glenn and Gaby Isaacson's brand new 'Q'; the Express 37 'Eclipse' on the way to a division win in the '98 crewed Farallones Race.



out we were protested by the competitor. During the very raucous protest hearing, it was determined we did not give the port-tack boat enough warning before we tacked onto starboard, although we felt they had enough time and distance in our crossing to land a 747.

It was the first time I had ever seen somebody thrown out for being on starboard tack. At the time, I was a hot-tempered 505 sailor, so I was very upset. While Carl had the most to lose by the protest and with his crew very upset with the race committee, it was Carl who maintained the air of dignity and grace during all the commotion. And while I have kidded Carl over the years for be-

ing the only person in the history of sailing to be kicked out for being on starboard tack, it was his gentleman's attitude and demeanor in that regatta that I always admired and tried to emulate.

After college, I had the great fortune of sailing with him many times on many boats and in many races and through him, meeting so many great people. Every sail seemed to be a delight and an adventure. Carl always made a point of getting a crew together that never yelled at each other, always respected each other and always had fun — no matter what mess we found ourselves in at the time. Every time I sailed with Carl, I would want to do it again next weekend.

I cannot say that for everybody I have sailed with.

As I got to know Carl, the naval architect, I realized I was seeing something so rare today: Carl was living his dream. He had combined his avocation with his vocation. And while I'm sure the pressure was intense for him to succeed, especially when he went out on his own as a designer, I admired him for doing what he dreamed of. He was one of the most-respected and liked persons in my life. I shall miss him and never forget him.

— scott owen

Since hearing the news, I have been thinking of the many miles I had the plea-

— ALAMEDA'S GENTLE GENIUS



LATITUDE ARCHIVES

sure of sailing with Carl. Not sure of the total, but it includes a couple seasons on the old *Wall Street Duck* in the early 80's, two trips to Hawaii on *Heart of Gold*, occasional *Express 27* sailing and one BBS on *Swiftsure*. In almost every case, he was the reason I committed to the program. I can't think of another person in sailing — or the world at large — that was as talented as he was, and willing to share his knowledge so freely. It sounds like a cliché, but he was a genuinely nice guy.

— *eric baumhoff*

The passing of Carl Schumacher, whose designs are legend, has left those

of us on the NCPHRF committee shocked and terribly saddened. No more valued or finer member has ever served on our committee both as a Past Chairman and as a continuing member. He was truly one of my 'heroes' and one of the most knowledgeable and admired men I have ever had the privilege to know, patient to the extreme and giving unselfishly of his time to NCPHRF. He was first and always a gentleman with an unlimited willingness to serve the sport we all love. Without question he was our most respected member and though we will carry on, Carl will be impossible to replace.

— *dave few*
Past Chairman, NCPHRF

We have lost a great gentleman, a great sailor, and a great friend. Carl has, for decades, been the gentle genius of Bay Area sailing. With never a negative word (and perhaps seldom a negative thought) for anyone, Carl has always been immediately generous of his time and incredible talent and insights to anyone who approached him for help. In every encounter, one could not help but sense that Carl truly lived his every minute and every day to the highest Christian principle. I truly hope that we can all honor his memory by endeavoring, regardless of our faith, to model our behavior towards others more after his.

— *bartz schneider*
Expeditious, Express 37

Unlike most of us, at an early age Carl Schumacher knew not only what he wanted to do, but had the confidence and drive to do it. By the time he was in high school he was drawing 12-Meter designs. In his high school and college years he not only worked at Jensen Marine learning the marine construction industry but also took on any job that would help him understand boats. I remember in the late '60s we decided to build new wooden masts for our Star boats. Both masts were light and stood the test of 35-knot winds.

Family, personal improvement, and designing good boats were always Carl's top priorities. Sometimes he would mention to me that he wanted to change some facet of his personality, and sooner or later I would observe that a subtle change had occurred. It didn't take Dr. Laura or some psychobabble book, just his own observation and formidable self-determination.

I always admired that Carl and Marilyn would put their children first. No matter the sacrifice, the education, development and love of their children was first, and it shows. We owned several boats together over the years, and all decisions concerning our boats involved a discussion of Sutter and Evan's participation.

Last year, while in Virgin Gorda, Carl crewed for my wife Jane and friend Helen in a six-race series at the Bitter End YC. In true Carl form, Helen was the helmswoman and Jane the jib trimmer on a Rhodes 19. Throughout the six races Carl never touched the helm. He only offered counsel and after winning all six races he faded into the background letting the ever-joyous women shine in the spotlight.

Thinking back, I realize we spent over 35 years sailing together. We crossed the Atlantic, sailed in New Zealand, in Hawaii, and in the early years sailed our Star boats on the West and East coasts as well as Canada. Over 30 years of adventure, both good and bad, fun and harrowing. I find that sailing in his wake will be far more difficult than making that wake together.

The only light that emits from this tragic loss is the knowledge that Carl not only believed in everything he did, but lived as he believed.

— *john franklin*

I think I've sailed something like 10,000 miles with Carl Schumacher, including TransPacs, Pacific Cups, Mexico races, and a host of local ocean and Bay races. I have sailed on many of his designs, and have worked with Carl on the Northern California PHRF Committee for many years. I can't recall a single unenjoyable interaction with him. He was always a positive force.

One summer we raced Jim and Sue Corenman's *Heart of Gold*, a Schumacher 50, in a Friday night series on the Oakland Estuary. A 50-footer in the Estuary is a little tight! Sue was driving, and it was decided that I would be starboard tack tactician, and Carl would be port tack tactician. Carl and I managed to test Sue with totally opposite suggestions about when to sail extra high and when to foot. She just complied. And I think it was Jim who dubbed the tacticians 'Pinch' and 'Foot'. I don't even recall who was who.

Racing TransPac on Larry Doane's *Express 37 Morning Star*, Carl decided to test the off-watch at the three a.m. change by getting the instruments to graph the ocean temperature and to see

CARL SCHUMACHER, 1949-2002

Schumacher's Design Legacy

- | | | |
|--|---|--|
| 1) 38-inch Model | 23) 28' Sloop (for Dr. John Neighbours) | 45) 25' Sloop (for Jack Sheldon) |
| 2) N/A | 24) Express 37 | 46) <i>Swiftsure II</i> (54 ft.) |
| 3) N/A | 25) <i>Capo 30</i> (later became the Olson 911-s) | 47) <i>Recidivist</i> (40 ft.) |
| 4) N/A | 26) 51' IOR Sloop (for Warren Hancock) | 48) <i>Alerion Express 34</i> |
| 5) N/A | 27) <i>Second Offense</i> (31 ft.) | 49) 26' Sloop |
| 6) 32' DWL Sloop | 28) Express 23 | 50) 22' Shell |
| 7) 36'8" DWL (for Dick Denny & Bob Golding) | 29) Express 34 | 51) Sailing Pram (for Jim DeWitt) |
| 8) 23'1" DWL Sloop | 30) <i>Lightwave 48</i> (originally custom boat for Paul & Jamie Berger) | 52) <i>Surprise</i> (46 ft.) |
| 9) <i>Summertime Dream</i> (26 ft.) | 31) <i>National Biscuit</i> (36 ft.) | 53) <i>Alerion Express 38</i> |
| 10) 3.6m Dinghy (for Nate Berkowitz) | 32) <i>Lightwave 39S</i> | 54) 44' Cruising Sloop (the <i>Outbound 44</i> for Phil Lambert) |
| 11) Pyramid 660 | 33) 41' Sloop (for John Puttergill) | 55) <i>Synergy 1000</i> |
| 12) 13' LOA Pulling Boat | 34) <i>Alerion Express 28</i> (originally custom boat for Ralph Schacter) | 56) <i>Pelisa</i> (90' Mokai Houseboat for Chris Schnoll) |
| 13) Pyramid 30 | 35) <i>Heart of Gold</i> (50 ft.) | 57) 28' Sloop (for Dick Horn) |
| 14) <i>Felony</i> (30 ft.) | 36) 68' Sloop (for Mick Schlens) | 58) 77' Sloop (under construction for Tom Alberg) |
| 15) 30' LOA (for Long Beach Marine) | 37) <i>Gas Light</i> (50' Scow Schooner) | 59) <i>Q</i> (40 ft.) |
| 16) Express 27 | 38) <i>Ultimate 30</i> (for Pt. Richmond Racing) | 60) 52' Sloop (under construction for Mac Lingo) |
| 17) <i>Capo 26</i> | 39) <i>Ultimate 30</i> (for Albatross Racing) | 61) 23' Daysailer (under construction for J.S. Poor) |
| 18) 15' Rowing Dinghy (for Fine Yacht Works) | 40) <i>Cepheus</i> (40 ft.) | 62) 50' LOA (under construction for Jim Gregory) |
| 19) 30' Sloop (for M. Filmore Harty) | 41) 13' Canoe | 63) 50' Sloop (preliminary work for Jim Cooper) |
| 20) <i>Eclipse</i> (44 ft. ULDB) | 42) 14' Fly Fishing Boat | 64) 38' Racing Sloop (preliminary work for Rick Orchard) |
| 21) <i>Sonomia 30</i> (for Gannon Yachts) | 43) 18' Pulling Boat | |
| 22) <i>Wall Street Duck</i> (37.5 ft.) | 44) <i>Alerion Express 20</i> | |

if they could figure out what was on the display. Scott Owen woke up Carl an hour later to tell him the answer!

It seems that I cannot tell a story about Carl without talking about how much others enjoyed his companionship. He continues to be a shining example of the 'play hard, play fair, have fun' approach to life. But there was more to Carl than sailing. The importance of family is clear from his devotion to his wife, Marilyn, daughter Sutter, and son Evan.

With every passing day comes an opportunity for us to learn something new, and an opportunity for us to share something we know with others. More than an opportunity, Carl also saw both as a responsibility.

We are about to learn what it is like without Carl here to help us. We also have to learn how to help others as much as Carl did.

Sooner or later we, too, will run out of days.

— kame richards

I was privileged to race offshore with Carl recently and quickly learned that he was one of the good guys in our sport. He was a totally respected and extremely competent competitor. But more importantly, you simply could not find nicer, more caring or giving person than Carl. He was a gentleman and a gentle man who will be missed for his always-friendly manner, his positive attitude and his freely-given advice.

— tom leweck
Editor, *Scuttlebutt*

Behind those twinkling eyes, bushy moustache, and genuine smile lived a wonderful caring person. His boat designs are remarkable, but the experience

of working with Carl on a new design was even more so. He matched creativity with patience and understanding to produce an exceptional result. After three years of designing and building *Surprise*, our only regret was that the delightful experience was over.

Carl's beautiful boats are lasting reminders of his talent and skill, but his unwavering integrity, unassuming style and caring attitude live on only in our memories. They are memories we should cherish, standards we should live and sail by.

— steve chamberlin

Carl was one of my closest personal friends. A large piece of my life is gone. I met Carl in 1985-'86 when I bought a new Express 27. This boat was too much for me to handle solo in any sort of breeze. Carl and I started talking about designing a new boat — not for racing, but for the pure joy of sailing. That boat, the *Alerion-Express 28*, was one of Carl's favorite designs and it was his most successful one in terms of numbers. Nearly 200 boats have been built and sold as of this past summer. Very few people seem to know this.

In 1988, I was building the original A/E 28 in Stuart, Florida. *Moonrise*, which I still own, is hull #1. (Carl bought my Express 27, *Moonlight*.) We built the molds and six boats, then quit. Everett Pearson, of TPI, fell in love with the A/E 28 and bought the molds. TPI continues to build the boats. Carl was 'hands on' and closely involved in every aspect of the *Alerion-Express 28*, from start to finish and beyond. The design was a precursor to some of the thinking and design of the head-turning 40-foot daysailer, *Q*, in San Francisco Bay.

The A/E 28s have been sold in many parts of the world including Sweden and Japan. In Sweden, hull #3 was sold to Bengt Jorstedt — editor/publisher of *Segling*, the Swedish sailing magazine. The three of us sailed together at least once a year, in places like the Caribbean, the Pacific and the New England coast, comprising what we fondly called the "Ahabian Circle." I was Ahab, Bengt was Queequeg and Carl was Ishmael, the quiet, observant narrator of Melville's *Moby Dick*. Carl's quiet strength and magnificent presence touched us all and remains with us.

— ralph schacter
Southport, CT

Carl was a once-in-a-lifetime mentor, friend, naval architect, helmsman, crew, business partner, and overall hero. Such a role is too big to fill. He shall live always in our thoughts and aspirations. Thank God we crossed paths often and meaningfully. We are surely the better for it.

— gaby & glenn isaacson

I am not sure why Carl chose to befriend me, but I will always feel grateful and privileged that he did. Carl has, does, and always will inspire me to be a better person. He constantly strove to live principles most of the rest of us just mouth. He centered every day on trying to be a better person, in his family, his work, and his play. He never hesitated to stop to answer a question, giving it his genuine concerned response. He sailed with people, not for his own glory, but because he wanted to support those he admired and liked.

I will always be grateful that he showed confidence in my abilities, even

— ALAMEDA'S GENTLE GENIUS

when I questioned them myself. Whether racing to Hawaii on the Express 37 *Mélange*, or building spinnakers for his own Express 27, or struggling with boat evaluations at *Sailing World's* BOTY, he supported and encouraged in his quiet way that made me feel I could be better than I was.

Whenever Stan and I stopped by his little office, perched on the Alameda Estuary waterfront, he was always delighted to have our company and would stop what he was doing to show us his latest designs, glowing quietly with justified, unspoken pride. He was doing what he wanted to do and loved his life, his family and his work. He leaves a legacy to inspire us all.

— sally lindsay honey

Carl Schumacher was a man I always wanted to be like. Although separated by a continent, I was lucky to see him just about every year one place or another — usually in Annapolis, where he either

had a new design showing or was helping our magazine judge the best boats of the year.

Carl served for eight years (non-consecutive) as a judge for *Sailing World's* Boat of the Year awards, and he was one of the finest people our editors had the chance to work with, whether judging, being a resource, or occasionally writing an article. Typically, his was the quiet voice that brought focus to any discussion that needed it. When he wasn't judging, he often had designs entered in the competition, and several times his boats emerged as winners.

Those of us who got to sail and work with Carl Schumacher are feeling a great and untimely loss. His passion for the sport and insight into what makes a sailboat good or not will be missed, as will his contributions to *Sailing World*. But even more so, we'll miss his thoughtful way of making observations, his gentle competitive nature, and the twinkle in his eyes that let you know he was listen-

ing with undivided attention.

I met Carl many years ago and remember visiting him in a little office in Alameda. I'd been down to see Terry Alsberg's shop where Express designs were under construction. The world of West Coast ultralights was fascinating for a young editor from the East Coast. Carl and another friend hooked me up to crew on a 27 in a fantastic MORA race from San Francisco to San Diego — still one of my favorite offshore races ever. I think we did about 200 miles in the first 24 hours. . . then took two or three days to go the next 200 miles. The 27 was like a Laser, planing right down, up, and over the big swells that first night; the key position wasn't driver but 'advisor' — the guy holding the flashlight up the backstay on the Windex to tell the helmsman when the apparent wind was getting too far forward, or worse, too far aft. Eventually we did bust our first spinnaker pole on a sudden windward broach. But what a ride, what a boat!

Thanks, Carl. I'll never forget.

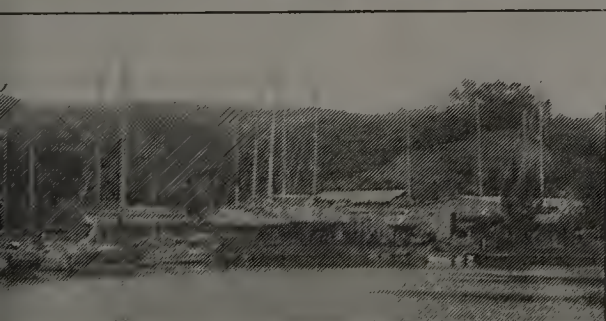
— john burnham
Editor, *Sailing World*

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COMMUTER CRUISING TO THE

There are two ways to cruise Mexico. There's traditional full-time cruising, and there's increasingly popular 'commuter cruising' — where folks who still have jobs in the States commute to their boats for brief sailing vacations. Being in the latter group, we're going to describe how a typical commuter cruise works — at least one of ours. This particular mini-cruise took place from January 25 to February 4, and its purpose was to cover the 370 miles between Puerto Vallarta to Z-town to help launch the first-ever Zihua Sail Fest. And to have a little fun.

"Today's special, señor, is huevos rancheros and a five-minute shower."

PHOTOS BY DUSTIN FOX AND LATITUDE/RICHARD

The Wanderer and Doña de Mallorca de-



Jean gave up winter sailing on the Bay for grinding in her bikini.

parted SFO at 11 a.m., lost two hours to time zones, and landed in Puerto Vallarta around 5 p.m. In the course of

the next four hours, we took some photos for the magazine; checked the boat out, met with the crew, had dinner on the waterfront, and provisioned. By 9 p.m., we were motoring out the Nuevo Vallarta channel, looking for adventure. Had it not been for Dick Markie and Vilma Habelnocker taking care of the paperwork, Mexico's constipated clearing procedures would have left us stranded for another 48 hours.

The Wanderer and de Mallorca often do commuter cruises on their own, but with so many miles to cover in the five days before the start of the Zihua Fest, we decided that crew would make the trip more relaxing. So we signed on Dustin, Jean, and Cherie, who had done the Ha-Ha aboard the Swan 53 *Mistress*; Greg, who had done the Ha-Ha with his Out-Island 41 *Sirocco*; and Kristi, Cherie's sidekick in various global adventures.

As we motored across Banderas Bay toward Cabo Corrientes, a nearly full moon arose over the coastal mountains. Here's a tip. If you're planning a sailing vacation, don't ignore the state of the moon, as there's nothing like brilliant nights on a boat. There's also nothing like tropical weather. It

was midnight when we rounded Cabo Corrientes, and it was still T-shirt and shorts weather.

Having little time to waste, we motored through the warm night, three hours on, six hours off. Our arrival at Chamela coincided with the rising of the sun. It had been completely gray when we left California the morning before. At Chamela, the morning sun was an orange ball, and the sea and sky were different shades of vivid blue. Thank God for Mexico in the winter, for life is too short to live in black and white.

After a 30-minute nap, we threw the dink in the water and motored to shore. Walking through the surf, our legs reported that the water was a satisfying 80 degrees. Chamela is a weekend beach town for local folks, so the *palapas* were deserted on this Monday morning. But as we poked around, we were greeted by the owner of one of the *palapas*, who was lathering up for a big shower — in the

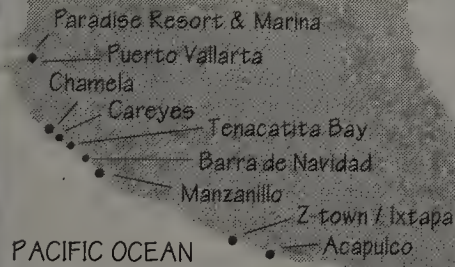
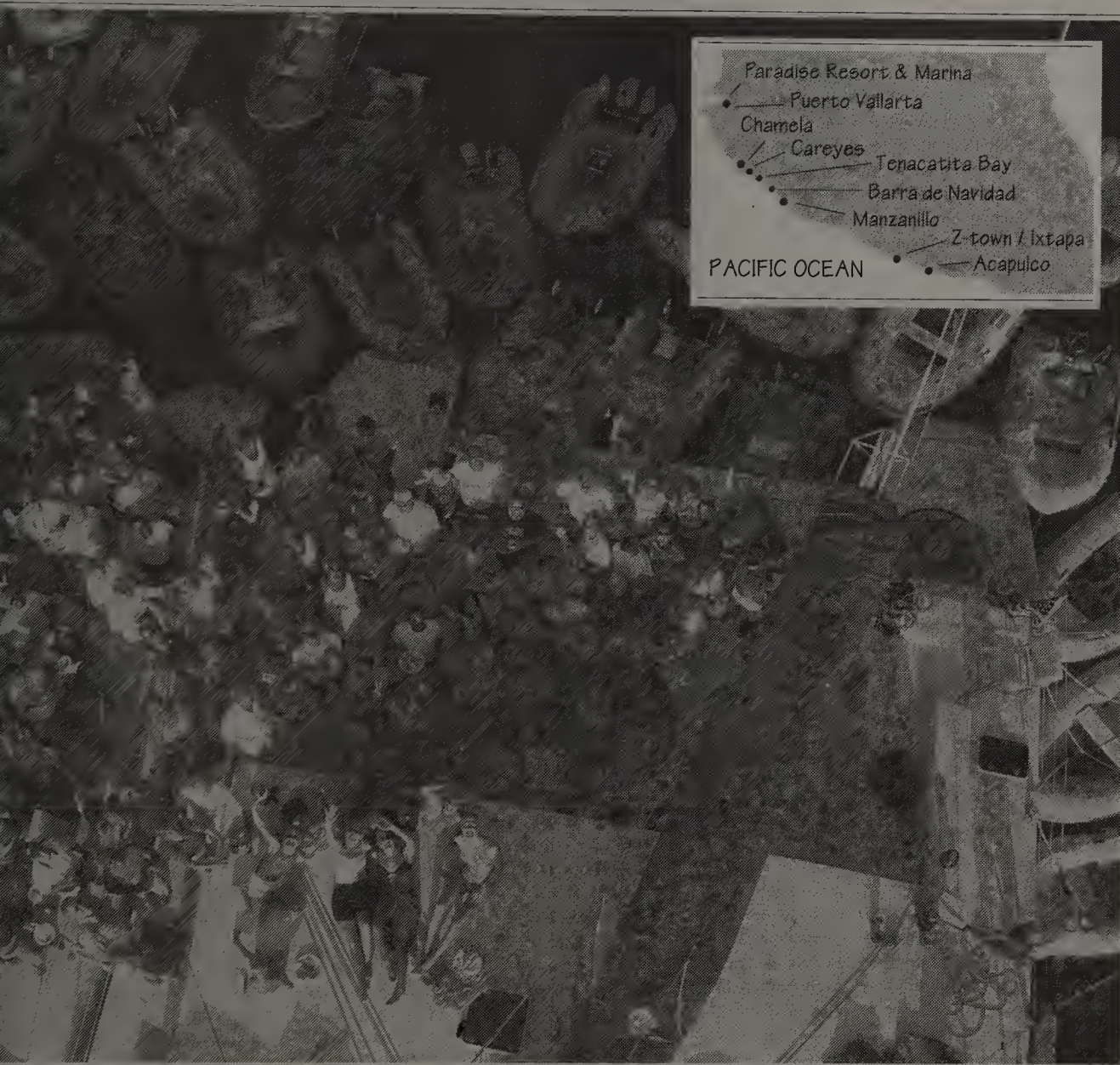
"Gawd, this is heavy! You'd think the publisher of a sailing magazine would have heard of dinghy wheels."

kitchen! Mexico, you gotta love it. We didn't really want a beer for breakfast, but the guy was so friendly that it would have been rude not to.

There were about 15 cruising boats on the



ZIHAU SAIL FEST



ashore. The Bel-Aire is another of those 'mystery' hotels in Mexico, the mystery being how they can stay open with so few customers. The pools are always empty, nobody ever lays on the trademark gigantic pillows, and the restaurant and bar rarely have more than a couple of customers. Ours is not to reason why, however, so we enjoyed a nice lunch in pleasant surroundings. Prices at the Bel-Aire, it should be noted, are more palatable to employed commuter cruisers than full-time cruisers on tight budgets.

It was late afternoon by the time we'd eaten, napped on the big pillows, and the ladies had splashed around in the pool, so it was time to get going. Had we motored, we could have anchored at Tenacatita long before dark. But what's the fun in that? So we hoisted the asymmetrical chute and zigzagged down the coast, always searching for better apparent wind. It was blowing a gentle seven to 10 knots, the sea was flat, and it was warm. It was the kind of sailing that people dream about when they sign checks to buy boats. Then it got better. Off to the east, a monster of

hook in the natural anchorage in front of the palapas, and another half dozen or so at the nearby islands. Chamela looked the same to us as it did 20 years ago. Twenty years from now, however, we wouldn't be surprised to see the shore lined with structures and the beaches peppered with tourists. After all, it's one of the best natural harbors on one of Mexico's most lovely stretches of coast.

Two hours after arriving at Chamela, we had a spinnaker up and were sailing the 10

The rush to get south was all about this — the Friday night raft-up aboard 'Capricorn Cat' and 'Profligate'. We count over 100 people in this photo.

miles down the coast to Careyes for lunch. Careyes is home to a Club Med, the luxurious Bel-Aire Hotel, a few brightly-painted condos, and a number of mega mansions that have become so common along this sparsely developed stretch of coast. Thanks to the drop in vacation travel, the Club Med — like 17 of her sisters — had just shut down. Cherie and

Kristi were crestfallen, for it had been there that the two used car saleswomen turned finance managers had vowed to change their lives by working less and seeing more of the world. They've kept their vow, having visited over 30 countries in the

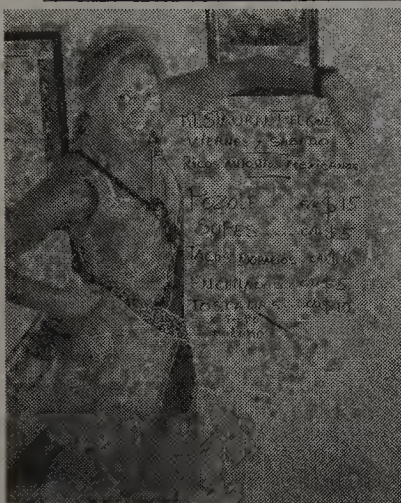
last three years.

We dropped the hook in front of the Bel-Aire Hotel — easily the nicest along this part of the coast — and went

With so few customers, the staff of the Bel-Aire Hotel has plenty of time to arrange their famous pillows.



COMMUTER CRUISING TO THE



Kristi, at a restaurant in Manzanilla, tries to decide between the pozole and the sopes.

an orange full moon made an appearance over the tall jungle mountains. About a half an hour later, we jibed into Tenacatita Bay, sailing directly into the brilliant moonlight. It was *muy bueno*.

Tenacatita Bay, three miles by three miles, is a cruiser favorite. If it were in California, her shores would be chock-a-block with mansions and hotels. But for reasons we still don't understand, most folks in Mexico and Central America don't

When it comes to great settings for lunch on the Gold Coast, you can't beat the Bel-Aire.

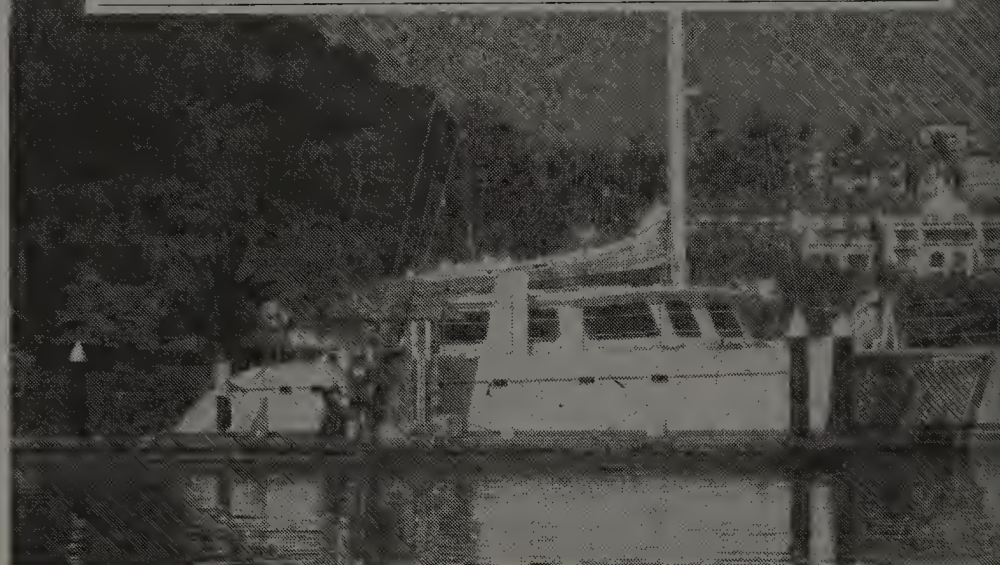
care to live by the sea. So Tenacatita Bay — like the overwhelming majority of coast between San Diego and Panama — is only lightly developed.

When we awoke the next morning, it was sunny and warm again — just as it is about 330 days of the year in Tenacatita. The Wanderer sensed that the rest of the crew were expecting to settle in, having been in motion for 24 of the first 36 hours they'd been on the boat. But the Wanderer enjoys sailing, and when you're a commuter cruiser, you have to grab every opportunity you get. The Wanderer told the crew to relax and pretend the boat was still on the hook, and he'd sail her over to Mazanilla by himself. Although a large boat, *Profligate* is extremely easy to singlehand — thanks to an electric halyard winch and a self-tacking jib.

It was a typically light air Mexican mainland morning, with just enough breeze to move along at an acceptable pace. As we sailed along

the shore, we passed abeam of the infamous three-story hotel that had — thanks to inferior materials and corrupt building inspectors — collapsed during a moderate earthquake. The Wanderer asked the girls — who like to be in front of a camera as much as he likes to be behind the wheel — to give their best shocked reactions. They did a great job — as you can tell from the accompanying photograph.

Manzanilla is a sleepy little village at the head of the bay. At the end of the village's main street is a small lagoon populated by about a dozen crocs, four to 10 feet in



Spread; 'Profligate' fueling up at the Grand Bay Marina In Barra, with the resort in the background. Inset left; The crocs at the end of main street in Manzanilla. Inset right; "Ho, ho, ho, you mean the hotel just collapsed on itself?"

length. They are fenced in, presumably to keep them from escaping and devouring the local preschoolers. For whatever reason, the fence has several holes in it, each large enough for a Cal 20 to sail through. Nobody seems troubled by the holes, and the crocs seemed pretty content with their lot in life.

After communing with the crocs, we enjoyed a delicious lunch at a restaurant owned and operated by a French Canadian. The food was good and reasonably priced. It was too bad we were in such a hurry, for two days hence was to be 'Gringo Day', featuring the

slaughtering of a pig, music, and other festivities.

Having not sailed in nearly three hours, the Wanderer was getting restless, so he herded the crew back aboard to set sail. Once again there was only about seven knots of wind, but it was warm and the water was flat. We sailed by the Tamarind Resort, which has a lovely site at the edge of the thick jungle, but is seemingly always closed. Navigating tiny Tamarind Bay under sail is nerve-wracking because several groups of rocks



ZIHAU SAIL FEST



pierce the surface — suggesting that there might be other rocks lurking just below. Has anybody ever charted the bottom there?

After setting a chute, the Wanderer miscalculated jibe angles, which resulted in a situation that precipitated a tear

in the chute. Fortunately, it was an ugly red chute that had only cost \$250. When you fall off a horse, you've got to climb back on again. So the crew hoisted the big asymmetrical, and we started sailing hot angles back and forth across the

bay. Thanks to the magic of apparent wind, the cat was usually ripping along in excess of the windspeed. We love sailing the brisk winds of San Francisco Bay, but when on a close reach with a big asymmetrical, the light airs of Mexico are wonderful also.

Before the sun or any of the crew arose the next morning, the Wanderer had the hook up and was doing what he loves best — going places. The destination was 20-mile distant Barra de Navidad. Barra is home to the Grand Bay Resort and Marina — and a modern fuel dock for the fleet of large motoryachts. Like a lot of cruisers, we faced a dilemma. We needed diesel, but we didn't want to spend all day in Barra. The problem was that if we stopped to fill

The further south you get on the mainland, the more spectacular the sunsets.

up, we technically needed to check in. In addition to costing about \$40 — not including fees for the service — checking in would take hours. When we got to the fuel dock, we asked around, and the consensus of opinion was that the port captain had backed off from his previous hard line, and no longer objected if boats came in, filled up, and left. (We would later hear that this wasn't the case at all, that he wants you to at least call first. Caution: this policy is subject to constant change.)

Because of excessive mixed use, the narrow channel into Barra is a recipe for disaster — even when there's no swell running. The lack of room for large boats to pass in the narrow channel is troubling enough. In addition, there are countless water taxis criss-crossing the channel at all angles. Worst of all, there are pangas anchored in the channel



Big bird oversees the oyster collection operation in the Barra de Navidad channel.

from which divers with hooka rigs go after oysters on the bottom. We don't know how many divers get run over each week, but it's probably less than a dozen.

We love oysters. Back when we were young and foolish, we'd eat all the raw seafood we could afford in Mexico. Not anymore. Not when we see divers pull it from a lagoon that is at least a partial sewer for the nearby hotels, restaurants, vehicles, and boats.

Some cruisers like to anchor in Barra's inner lagoon. It's well protected, but isn't good for swimming. Others opt for the Grand Bay Marina, which has all the amenities, but which is a little dear for full-time cruisers on tight budgets. We'd only seen a few boats on the hook at Melaque, a few miles up the bay. It's free there and the swimming is



COMMUTER CRUISING TO THE

fine, but it can be rolly.

As much as we would have loved to have hung out around Barra and make additional stops at Santiago Bay and Los

Ixtapa — the Waikiki-wannabe development just north of Z-town. Two miles out, a large whale breached, seem-

merce. Besides, it's fun. As we slowly sailed into the bay, we counted somewhere between 80 to 100 cruising boats on the hook — which is no surprise, as Z-town is the cruisers' favorite in Mexico. If it weren't so far south and so isolated, it would be overwhelmed with boats.

We finally dropped the hook off La Ropa Beach, a wide band of sand backed by beachfront restaurants, mostly subdued hotels, and green jungle. It's beautiful. The area

in front of one restaurant was packed with cruisers socializing, snoozing, and enjoying the Thursday afternoon volleyball game. Our voyage over, we dove into the water. You know how the water in Banderas Bay is pleasantly refreshing? It's a little too warm to be refreshing in Z-town.

When someone farted during the boat parade, everyone had to abandon ship.

Z-town is a mellow place. Even the guys carrying big guns were friendly.

Hadas, we were commuter cruisers in a rush to get 240 more miles south to Z-town. So before noon, we were underway again.

There aren't many good places to anchor along this stretch of coast. One of the best — inside the commercial harbor at Lazaro Cardenas — had begun to have problems. Cruisers reported that the port captain had been knocking on boats in the middle of the night to insist they check in and out. Previously, they had been ignored.

After a few hours of afternoon sailing, and a night of motoring, we made our approach to

ingly for our viewing pleasure. It was one of four whales that we saw breach — one of them repeatedly — during the week.

Shortly after noon — over the objections of the lethargic crew — we insisted that the asymmetrical chute be hoisted so we could sail into Z-Bay. If you own a big boat, it seems to us you have a responsibility to put on a little bit of a show for the tourists and Chamber of Com-



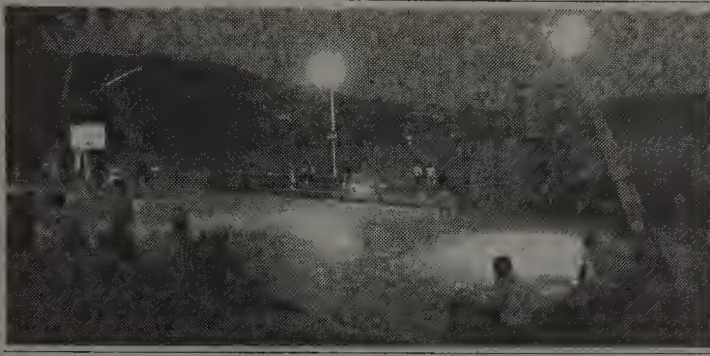
At 1.5 miles by 1.5 miles, Z-Bay was the same size it had been the last time we'd visited. But the town had grown, and is no longer the quaint fishing village it once was. It's still charming and a little bit magical, however. We don't know if it's the warmer

weather or the fantastic sunsets nearly every night, but folks in Z-town — cruisers and locals alike — always seem to be in as much of a good mood as cruisers in La Paz seem to be in a cranky mood.

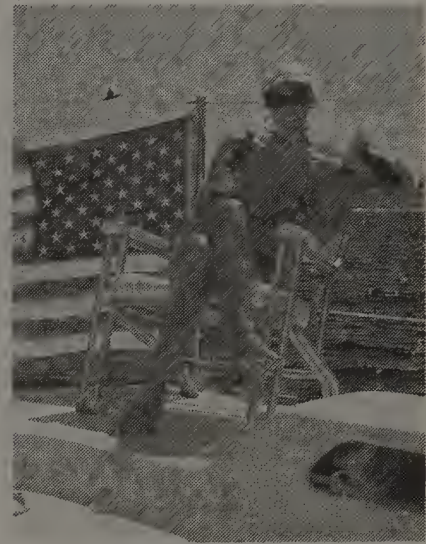
When we later dinghied to town, we were glad to see that the scenic waterfront



ZIHAU SAIL FEST



Nezahualcoyotl Indian School in Z-town. It's hard to believe, but one of the biggest problems the indigenous people of Mexico face — in addition to general discrimination — is that they don't speak Spanish and therefore have a very difficult time making a living. Before the Zihua Fest was over, cruisers had raised more than \$2,000 — which was generously matched by the Bellack Foundation. So over \$4,000 will go to help 240 children, grades 1 thru 6, get an education and one meal a day. Some of these kids walk 40 miles every weekend to get an education! (For further information, email Rbellack@hotmail.com.)



"Thanks for passing the beer. If this is match-racing, sign me up for the America's Cup."

corn Cat. Over 100 folks showed up, bringing lots of finger foods and big smiles. It was a great time to make friendships and renew old ones. And what great bunch of folks. Although just about everybody had something to drink, nobody overindulged or played the fool.

The following day — which was uncharacteristically hazy — the well-liked port captain led 40 yachts in a parade around the bay and up to Ixtapa. The boats started off four abreast in assigned positions according to

basketball court — the social center of Z-town — was still humming with activity. Alas, the same couldn't be said for the legendary 'golden gate bridge', the rickety tree branch foot bridge that had once been used by thousands of people a day to cross the narrow channel into the panga lagoon. It's been replaced by a bulky cement structure, whose wobbly railings make it less safe than the original bridge had ever been.

For the last two years, the Wanderer had been trying to generate interest in a 'nothing serious' sailing festival in Z-town. A couple of cruising crews said they'd be

Spread; The combined 70 crew on the two boats enjoyed close sailing. Inset; The waterfront basketball court is the center of activity in Z-town.

happy to participate in some way or another this year, but the clincher was when Blair and Joan Grinols of *Capricorn Cat* agreed — as they always do — to take guests out on a fund-raising match race against *Profligate*. From this humble beginning, Rick of Rick's Bar, Jimmie of *Dry Martini*, and others ran with the idea. By the time we got there, they

had put together a pleasantly simple three-day inaugural event called Zihua Sail Fest, sold T-shirts, and got beer donated — the whole works.

The purpose of the event — in addition to yachties having fun with their boats — was to raise money for the

The match race between the two cats was briefly halted for a swim break so the crews could cool off. Dustin takes the plunge.

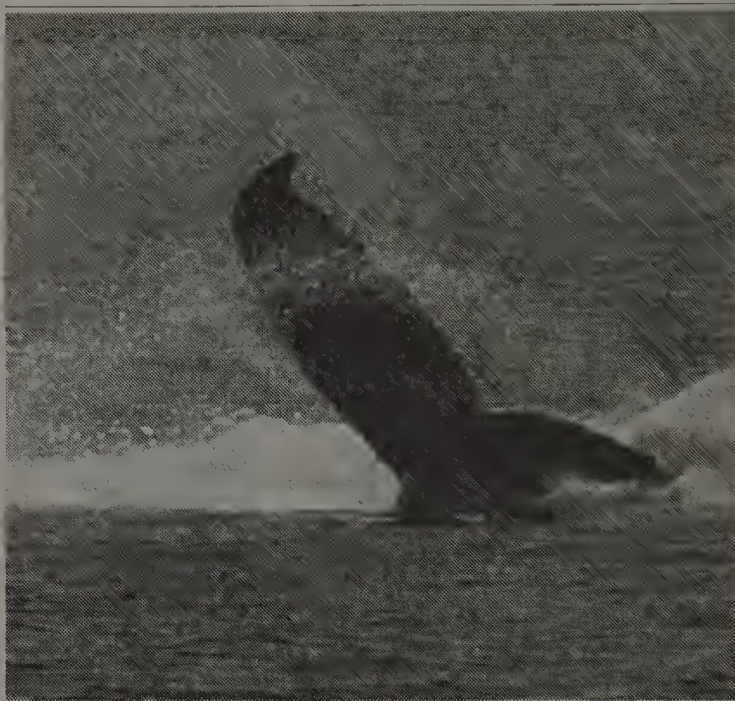


COMMUTER CRUISING

a plan that must have been created by the same folks who'd planned the D-Day invasion. Fortunately, *Profligate* was the last boat, as we needed room to tow the folks on surfboards. It would have been a little nicer parade if there had been more wind, but it was still fun. That evening, there was a crowded burger feed and entertainment for hundreds at Rick's Bar. The highlight of the night was the entertainment, which consisted of a variety of forms of traditional Mexican music and dance. Our favorite performer was a 14-year-old soloist; she had a bright smile, a fine voice, and obvi-

ously lived to be on stage.

Sunday was the match race between *Capricorn Cat*, sailing for Corona Beer, and *Profligate*, sponsored by Sol Beer. About 45 contributors to the school fund came along as crew aboard *Profligate*, while there were 25 on the smaller *Capricorn Cat*. In past light air duels, *Capricorn Cat* had always killed *Profligate*, but thanks to setting the big asymmetrical from the leeward bow and using it as a genoa, the bigger boat did a little better



This whale made a big splash during the cat race. It's nice to see whales and turtles making a comeback in Mexico.

this time. But winning and losing weren't the point, and it was a fun time for everyone. After all, how often is there an offshore swim break

in the middle of the race, one where the skipper of one boat swims over to a competitor's boat? We think we retrieved most of the swimmers before we continued racing, but it's hard to tell because we didn't have an exact count. All in all it was a lovely sail — with another major whale breaching — for a great cause.

We hope that the Zihua Sail Fest has legs, and that you can make it down next year. Even if only as a 'commuter cruiser'.

— **latitude 38**

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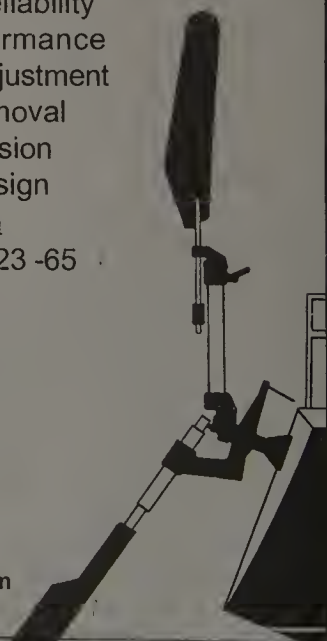
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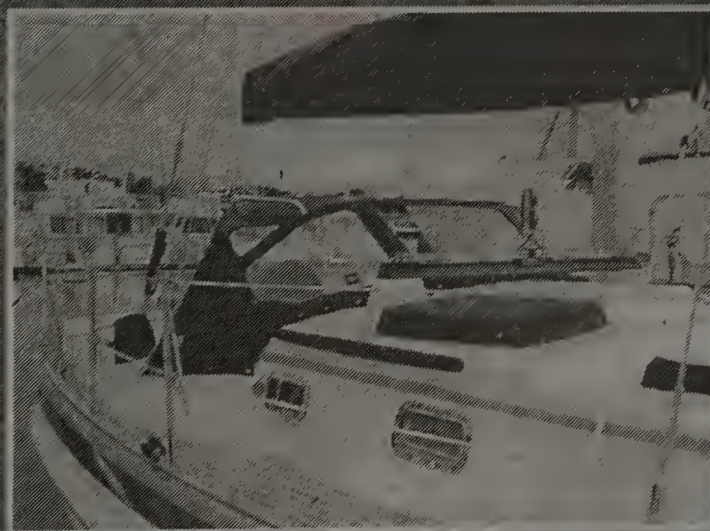
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It was back in 1988, in the Trobriand Islands of Papua New Guinea that we first met an extraordinary man named John Thurston. At that time he was living the life of a Yankee trader aboard his 36-ft Cross trimaran, *Martha*. For six years he'd been sailing the eastern archipelago of New Guinea, buying or trading *trochus* and green shells as well as artifacts and carvings from villagers on remote islands. He would offer clothes, stick tobacco, food or cash in exchange. We were immediately intrigued by this unique personality and his unusual way of making a buck.

Liz and I, aboard our 41-ft steel ketch *Hoki Mai*, were newbies to New Guinea at the time and John took us under his wing. He provided information on anchorages, weather and trading tips, but most importantly, he entertained us with fascinating stories about New Guinea and his very remarkable lifestyle. He was a treasure trove of stories and we were absolutely taken by his life of sailing in — literally — uncharted waters, venturing up malaria-infested rivers to meet people who often had never seen a white person before, all to collect some sea shells that eventually ended up in some unknown Asian country.

During our time together in those wondrous isles, John would often harken back to his days of sailing in the Gilbert Islands (now the Republic of Kiribati). He spoke of the atolls of the Kiribatis as being the most pristine of all the Pacific islands and about the people there who were the warmest and kindest of all the places he had visited. For Liz and me, PNG had to be far and away the most exotic and beautiful cruising destination we had encountered during our three-year tour of the South Pacific. So to hear John rave about the Kiribatis after

spending six years in PNG, we figured we should put that region on our long-term cruising wish list.

Fast forward to May, 17, 2001, in Abaiang Atoll, Republic of Kiribati. We were anchored in this idyllic lagoon, now aboard our Spencer 51 *Feel Free*. Moored near the beach was a 36-ft trimaran named *Martha* and coming out to welcome us to Abaiang was none other than John Thurston, 13 years older. Ain't cruising great!

Now a very energetic and youthful 60 years old, John looked as fit and trim as ever. His six foot frame bore testimony to his life of physical activity and his curly crop of sandy-colored hair, barely sprinkled with grey, belied his age. He's still a ruggedly good looking guy — obviously, living in 'paradise' agrees with him.

John escorted us to his residence,

where he lives with a Kiribati family: Teetimwa and Baurina (husband and wife, respectively) and their two gorgeous daughters, Bahiyyih, 5, and Neiren, 3. Six months ago, John began a 20-year lease on his one acre parcel of land which stretches from the ocean side to the lagoon side of the island. Banana, coconut, papaya, breadfruit and pandanus trees abound. Chickens, ducks and a handful of pigs make up the animal population. John and Teetimwa supervised the construction of their house. Like the other homes on Abaiang, the main building is traditional, with its roof made up of thatched pandanus fronds. The open-air construction of the walls allows the trade winds to waft through

the rooms, providing the finest of air conditioning. Best of all, from his front room he looks out over the lovely turquoise waters of the lagoon and his boat at anchor. By the way, the lease costs him \$100 U.S. a year!

Over numerous cups of tea, we began the process of catching up on the fascinating life of this southern California surfer boy who took off to the islands of the Pacific in the early '60s and has no plans to return. It was surfing, not sailing, that originally drew John to the Pacific. He not only surfed for fun, but he worked in the business as a sander and glasser for Wardy Surfboards and Hoby Surfboards in southern California before heading to Hawaii to pursue bigger waves. To support his habit he eventually opened a Wardy Surfboard shop in Honolulu.

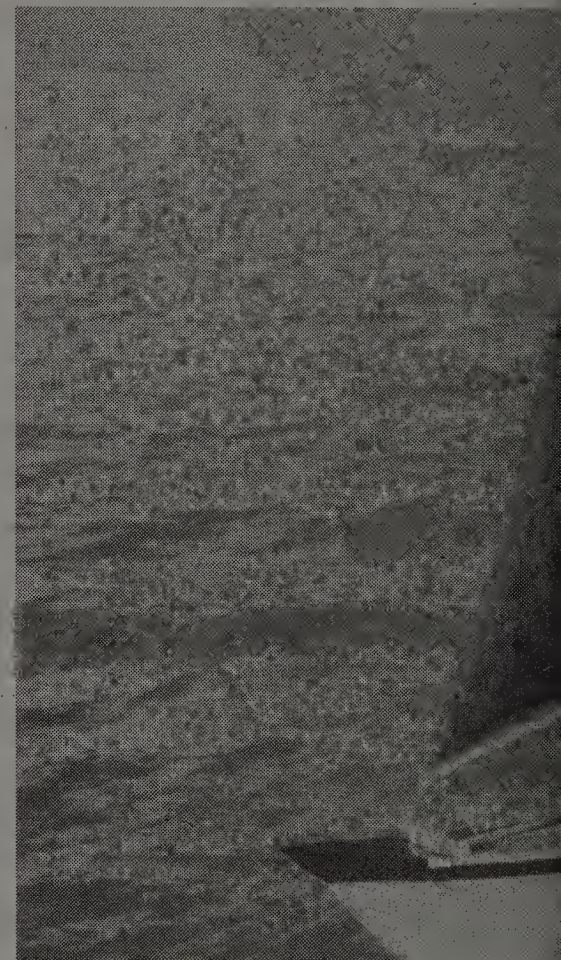
It was the high rent of Honolulu that propelled John into the yachting world. One day, while walking the docks at the Ala Wai Yacht Harbor, he came upon a slightly worm-infested, wooden, 37-ft gaff-rigged yawl. At a cost of \$2,000, with \$100 down and \$100 a month, it was pretty cheap digs in Honolulu.

As John will testify, the waters around



Having experienced the sort of adventures that most folks only read about in Joseph Conrad novels, Thurston seems completely content with his simple life in the timeless Kiribati Islands.

ALL PHOTOS COURTESY OF LIZ TOSONI & TOM MORKIN

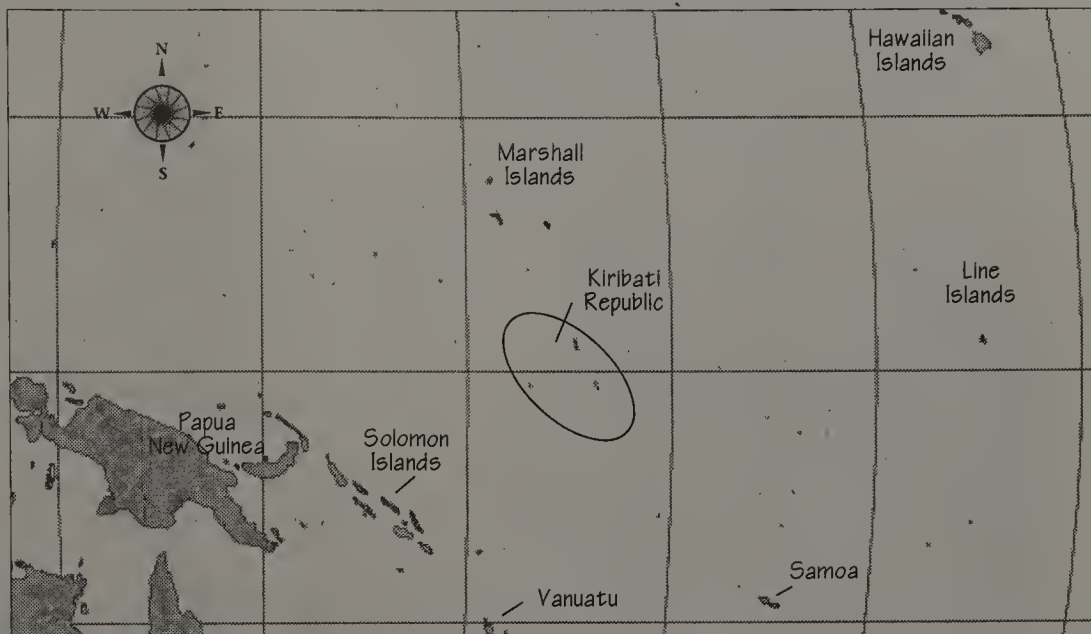


YANKEE IN PARADISE

Hawaii are a tough place to cut your teeth as a sailor. His first overnigher to Lanai with a friend could only be described as a dismal failure. In the Molokai Channel they lost all steering and developed a major leak around the stuffing box. "In those days, I didn't know what a stuffing box was," explained John. They were able to jury rig a steering mechanism and quickly reversed course back to Honolulu, bailing as fast as their adrenalin-filled bodies would allow.

After a couple more years of surfing and sailing, John got involved with the Baha'i faith, and by the mid-'60s, he was running a youth center on Maui that catered to 200 Maui youth, both Baha'i and non-Baha'i. This experience with young people resulted in John being asked to run a similar youth center on Tarawa in what was then the Gilbert Islands — a British possession at the time. His \$50 a month stipend didn't go very far even on Tarawa, so he soon found himself diving for crayfish (lobsters) and

The hand-sewn lateen sail of this native proa is decidedly low-tech, but it works. Inset: Sealife abounds, including giant clams.



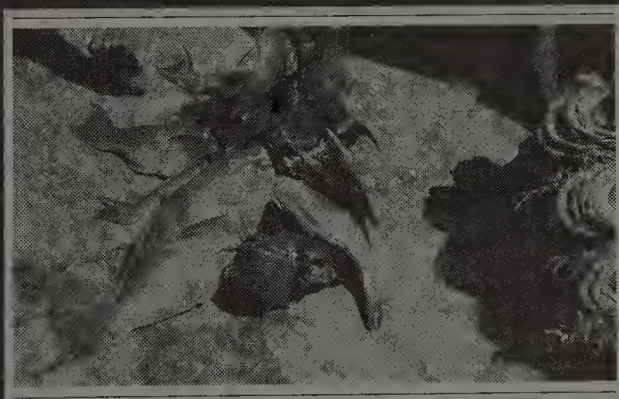
selling them to the locals. Quite a switch.

During that period he was asked to act as guardian and mentor to Beiatiaaki, a troubled youth, who was later to become his crew, partner, and lifelong friend. Together they bought a small skiff and began net fishing as well as lobster diving. They soon outgrew the skiff, which started John on his boat-building career. In this part of the world, where shoal waters abound and many of the passes into the lagoons are shallow, multihulls make a lot of sense, so perhaps it isn't surprising that all six of

John's boats have been multihulls. His first was a 24-ft catamaran named *Katama* ("cat" in the Kiribati language).

John's lack of experience as a boatbuilder was no impediment, nor was the distance to chandleries. By necessity, the boat was a simple, low-tech creation. How low-tech? Well, his sails were made from blue plastic tarpaulins with holes along the foot and luff for sail slides. These were punched out by heating the shaft of a large Philips screwdriver and driving it through the plastic. Grommets were not required. The average life expectancy of a sail was six months — not bad considering the price. The main and jib halyards were run through two steel rings lashed to the masthead (no blocks required). With *Katama* completed, John and Beiatiaaki entered the freight-hauling business — and to a lesser extent the people-moving business. Produce and livestock were transported from the nearby *motus* around Tarawa to the population centers of Betio and Bairiki. Three dollars would be enough to carry a passenger the 30 miles from Betio to the nearby island of Abaiang.

John's second creation, the *Erena Roi*, designed and built in 1977, was a 40-ft catamaran. The bigger cat proved far more effective for their business and soon their universe began unfolding nicely. That is, until 1979 when the political climate changed. The British territory of the Gilbert and Ellice Islands were to become independent states of the Republics of Kiribati and Tuvalu. It was a difficult time for any expat and John was no exception. But John, being one of those lucky people for whom there are no problems, only opportunities, saw that with copra prices at an all-time high of 25¢ a pound (it's now around 10¢ a pound) he could put a crew of four on



JOHN THURSTON —

Erena Roi, sail to the atoll of Arno in the Marshall Islands and cut copra (dried coconut) for Robert Reimer Enterprises. The boat served as crew carrier, base camp and copra hauler. After salvaging several tons of dynamite off a wreck in Majuro atoll, they blasted a channel into a smaller lagoon within the lagoon at

It was off to New Guinea on what was to be a six-year stay, living the life of a seafaring island trader.

Arno, built a wharf and were truly in business.

By 1982 though, copra prices had tanked and John's Kiribati crew were getting homesick, so it was back to the Kiribatis for the *Erena Roi*. Upon their return, John was recruited by the Baha'i to take 20 Baha'i teachers on the 40-ft cat to as many of the atolls of the Kiribatis as possible. As it turned out, they visited seven atolls and many more villages. Everywhere they went, they were treated to Kiribati hospitality. They sang and had long discussions well into the morning hours. What was to be a three-week tour turned into three months. It should be clear by now that the Baha'i faith plays a very important role in John's life and although he has taken the teachings of the Baha'i to the people of Kiribati and other islands, his approach is super low key and he's never pushy. He is a role model/teacher, not a missionary/preacher.

The next couple of years, found John sailing *Erena Roi* from Kiribati through Tuvalu to Fiji where again he found himself doing work for the Baha'i. For a six-month period he carried Baha'i teachers throughout the remote islands of Fiji. As satisfying as this work was though, it wasn't putting any money in his pocket. So, like so many Americans in that part of the world, he sailed to Pago Pago, American Samoa, to restock the kitty by working on various construction projects.

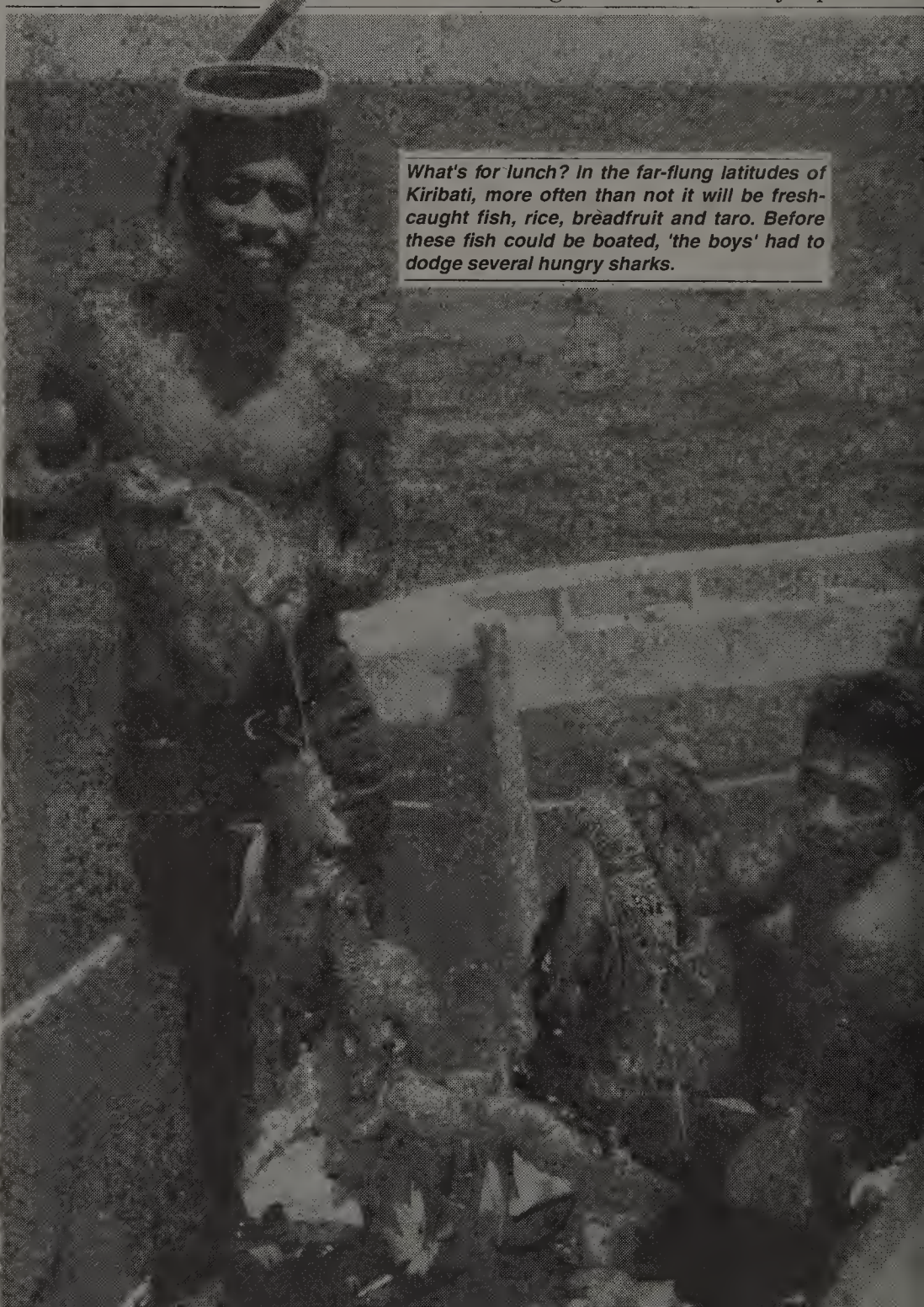
After a year in Samoa it didn't take much on the part of his friends in Lae, Papua New Guinea, to trick John into heading that way, especially considering how easy it would be for him to stop back in Tarawa on the way. So it was off to New Guinea on what was to be a six-

year stay, living the life of a seafaring island trader.

His basic routine was to depart from either Rabaul or Lae with *Erena Roi* filled with cash, stick tobacco, canned food, clothing, newspapers (the locals would use newspaper as cigarette paper). In fact, just about anything they would want except alcohol. He would visit villages large and small in pursuit of sea shells — often very smelly ones — that would eventually be shipped off to Asia.

Business was good for a couple of years. John claims he was good at his job and he certainly didn't face any competition from any white folks. Unfortunately, his one native competitor happened to be the son of the Premier to New Britain. This sad fact explains why John was boarded by armed guards in Buka Passage. He was instructed to sail directly to Rabaul to stand trial for illegal fishing and he faced the prospect of losing his boat. So off went John and his four guards for the four-day trip back

What's for lunch? In the far-flung latitudes of Kiribati, more often than not it will be fresh-caught fish, rice, breadfruit and taro. Before these fish could be boated, 'the boys' had to dodge several hungry sharks.



YANKEE IN PARADISE

to Rabaul. But along the way the guards ended up having a wonderful time. They soon shed their uniforms and were swimming and fishing off the boat. They stopped in the soldiers' home villages, and essentially feasted and partied all the way to Rabaul. In typical Thurston fashion, John decided at the time: "Well, if I'm going to lose the boat, I might as well enjoy her while I can." The story has a happy ending, though. He hired a lawyer in Rabaul, and the chargers were soon dropped.

Soon after, though, he was facing the threat of having to pay duty on *Erena Roi* because of his long-term stay in the country, so he decided to sail her back to Tarawa where she was sold to the Kiribati Copra Board, and is still plying these tropical waters more than 20 years later.

Boatless now, John flew back to Lae, where his shell buyer outfitted him with a 37-ft power boat with which he conducted his business while he undertook the building of his 36-ft Norman Cross-designed trimaran *Martha*, named after a famous Baha'i traveller and teacher. Despite working only part time on *Martha*, she was splashed only 18 months later.

For the next two years, John sailed *Martha* through the spectacular waters of New Guinea. Life was good, not-

withstanding the frequent bouts of malaria and the constant battle with staph infections, as well as an abscessed tooth which caused the left side of his face to balloon out of all proportion. It was eventually extracted by a salivating, betelnut-chewing bush doctor who asked, "You wanna em tooth roosta masta?" (Do you want that tooth pulled out sir?) Miraculously, the bush doctor got the job done and the pain quickly subsided.

Regrettably, more serious problems loomed. The big one was the increasing violence in the cities of New Guinea. Upon our own arrival in Rabaul in '88, we were surprised to learn that break-ins in the anchorage were so numerous that two expat yachties living aboard had electrified their lifelines. *Martha* was broken into on three occasions. The last time was at knife point which resulted in John shooting the bad guy with a pencil flare. It sent him scurrying over the side, but he was not so badly hurt that he couldn't call out from shore, "Masta what em dat sometin blong you me hit wit?" The final nail in the coffin was a new law restricting noncitizens from shell trading.

So, 1990 found John sailing back to the Kiribatis once again, and he has resided there ever since. Since his return, John has designed and built three more power catamarans, a 36-, 42- and 56-footer. They are all epoxied fiberglass over plywood. Because the designs were relatively easy to build, the boats were largely built by the people who would ultimately use them, with John supervising. In the case of the 42-footer, the boat was built for a village council which dispatched a team of workers to



Uncorrupted by the modern world, the cheerful family Thurston lives with gives new meaning to the notion of "traditional values."

the boats are now being used to carry produce, livestock and people. During our visit, John was finishing the plans for two more commissioned boats, one a cat and one a tri. And apparently prospects are good for another after that.

Chartering *Martha* is John's other

Life was good, notwithstanding the frequent bouts of malaria and the constant battle with staph infections.

Tarawa from their distant atoll to provide the labor to complete the boat. Upon completion of the boat, a huge ceremony was conducted and then 150 people pulled the boat to the ocean. In each case

source of income. In fact, *Martha* is the only licensed charter sailboat in this island nation. The rate of \$250 U.S. per day offers a cost-effective alternative to airplanes and power vessels for those

JOHN THURSTON

who relish island-hopping through the most expansive atoll-nation on the planet.

Does running occasional charters make Mr. Thurston a rich man? Certainly in one sense it does, but clearly not in a financial sense. The other day, John mentioned his cash reserves will buy another 10 bags of rice for the family. Is he worried? Not really. His life has always been lived pretty close to the line, no doubt a result of his openhearted generosity. What he's got he shares whether it be money, food, tools or boatbuilding skills.

Video night at John's house attracts 20 to 30 local viewers who crowd into two rooms to see a flick. We recently learned that no matter how lean the kitty, he manages to find \$200 a year to import drugs for a friend's epileptic son. These are just a small sampling of the many kindnesses he bestows on others.

On the subject of the man's character, one day he took about 20 of us, family and friends, across the lagoon to an uninhabited island for a picnic. We dropped most of the women on the island to prepare fires and cook some rice,

breadfruit and taro, while 'the boys' motored outside the lagoon to anchor on the outer reef and spear fish. Not surprisingly, after an hour of eight guys

In a world where many lives begin to wind down at age 60, John's is just spooling up.

spearfishing, we attracted some of the local shark population. That was enough to get some of us out of the water. However three of the guys were still dragging a line with about 20 dead or dying fish on it, and they had to cross paths with at least one of those brutes to get back to the boat. John, already back in the boat, jumped back into the water, charged one of the sharks and stabbed it with his spear, sending it off on the run before the boys returned.

In a world where many lives begin to wind down at age 60, John's is just spool-

ing up. In addition to his boatbuilding and chartering, John is building a preschool on his property, as well as gardening, raising livestock, acting as a surrogate grandfather and provider — not to mention his still-active role as a Baha'i follower. Will he ever return to the States? Not on your life! As he points out, on his level of income, he'd be homeless and pushing a shopping cart around his home town of Anaheim. On Abaiang, he is a highly respected contributor to his community and the country that he now calls home. He may sail off to the Cook Islands for a spell, but he'll always return to his beloved atolls. In his own words, "This is where I'll croak." But for all those lives that John has touched in these parts, there are a lot of people who hope that won't be for many years to come.

— tom morkin

Ed. note — If you relish an off-the-beaten-track charter experience that offers consistent trade winds, flat water and great fishing, coupled with an extraordinary cultural experience, consider contacting Thurston c/o mpk@tski.net.ki.

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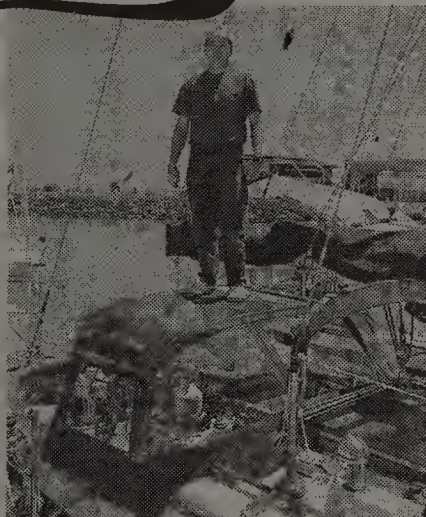
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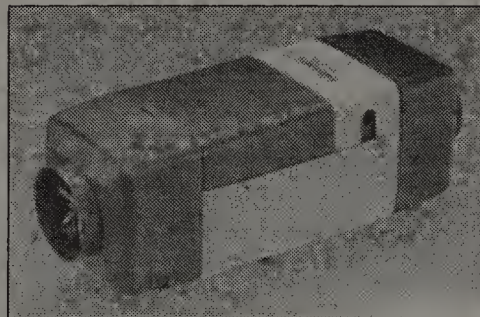
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WEST COAST CIRCUMNAVIGATORS

Five years ago, we hatched the idea of compiling a database of west coast circumnavigators. We put a notice in *Sightings*, gathered a few names, and promptly shelved the project until last year. Last April, we dusted off the list, reran it and once again asked for folks who had sailed around the world from a west coast port — or whose voyage somehow had its main origins there — to write in and let us know.

This time, we were flooded with letters and emails, and they have continued to arrive at the rate of two or three a month ever since (doubtless with help from the notation on our website, www.latitude38.com). As with the first time, about 60% of these are sent in by the circumnavigators themselves. The rest — often incomplete regarding boat types, years and so on — have been forwarded by friends, relatives or other cruisers.

The list you see on the following pages is up-to-date as of late February.

The first thing that struck us about the list is that it's a lot larger than we imagined, especially since we're sure it's nowhere near complete. With so many circumnavigators apparently so 'shy' that they won't even write in themselves, there have to be many out there — some even reading this right now — who for some reason refuse to be included, or at least don't care if they are or aren't. We can't do much about it but respect their decisions, except to say our sole intent is to compile an accurate list and perhaps one day write their stories. This list will in no way ever be sold or used for advertising or solicitation purposes. We can promise you that.

The next thing that struck us was the diversity of people. Included are some of the better-known names and voyages in sailing history: Robin Lee Graham (*Dove*, 1965-67), John Guzzwell (*Trekka*, 1955-1959), Lowell North (*Wanago*, late '90s), Lin and Larry Pardey (*Taleisin*, 1984-1999), Merle Peterson (*Viveka*, 1965-1996) and Harry Pidgeon. If the latter doesn't ring a bell, Pidgeon was the second person after Joshua Slocum to sail around the world singlehanded. He did it from Los Angeles on a self-built 34-ft gaff yawl named *Islander*, and even went old Josh one better by doing it twice — in 1921-'25 and



Cheers! A toast to Bob and Jeannie Rowe, who left San Francisco aboard their Brewer 35 cutter 'Salacia' in August, 1981. They went around the world, crossing their outbound path off Manzanillo last month. Bob, now 81, and Jeannie, 74, continue to cruise Mexico. What advice do they offer other yachties planning long circumnavigations? "Start before you're 60!"

again in 1934-'36.

Closer to the Bay Area, readers will recognize several more names, including Jim Leech (*Santana*, '71-'73), Hans Bernwall (*Fia*, '70-'76), Jim and Sue Corenman (*Heart of Gold*, mid-'90s) and David Clark, who went into the record books just last year as the world's oldest official singlehanded circumnavigator. The 77-year-old Clark bought and prepared one of his boats in the Bay Area, although he took off and returned to Fort Lauderdale.

Other 'records' on our list include Brian Caldwell, who completed his roundabout at age 20 and for a while was the world's youngest solo circumnavigator (that record has since been broken); the Sandstrom family, who have taken their trimaran *Anduril* around twice; the Blondell family, who have taken their Garden Porpoise *Wayward Wind* around

lost a leg in the military.)

Although we asked for 'just the facts', most circumnavigators included at least a brief synopsis of their journeys. There were some real revelations there, perhaps the most notable of which was how many people *didn't* wait until they had big, well-prepared boats with all the latest toys aboard. Or until they had lots of experience. Or, in some cases, until they even knew how to sail! Here are a few examples.

- When Kellogg and Diana Fleming took off in 1982, they literally did not know how to sail. Fortunately, they had a well and heavily-built Garden 42 ketch *Swan* (which Kellogg built with a partner) to babysit them until they learned. They went on to complete an 11-year navigation.

- Stephen and Marja Vance knew how to sail, but their boat was a pretty stock Cal 2-27 and their entire 1979-1986 roundabout was made using only a sextant and sails. "We only carried 12 gallons of gasoline so we couldn't really motor anywhere," notes Stephen. "The boat was virtually trouble-free and required very little maintenance, although we did keep her in perfect shape."

- Peter Kittel bought the wrecked hulk of a Canadian-built Chinook 35 in Baja for \$3,000 and rebuilt her over seven years in Morro Bay. He departed for his circumnavigation from Arica, Chile, two days before Christmas, 1992. He also navigated by sextant, hit a whale, went aground twice, had a heart attack four

Steve Jeans lost his first boat in a hurricane — and built his second boat from the wreckage of the first!

three times; Pat Henry and Karen Thorndike, who both became the first American women to solo-circumnavigate (Henry did it through the canals; Thorndike via the great capes).

Peter Kittel, Ed Boden and the Pardeys did it engineless (Kittel didn't even have a radio). Steve Jeans lost his first *Zoom* in a hurricane in the Solomons — and built the second, smaller one from the wreckage of the first! And finally, there was Robert Case, who not only did it singlehanded, but single-legged! (He

— THEY'VE BEEN AROUND

WEST COAST CIRCUMNAVIGATORS

* Denotes singlehanded

name(s)	homeport	years	boat type	boat name
Alexander, Larry, Margaret & John	San Pedro	1961-64	42-ft Monk ketch	Sea Fever
Allen, Rex & Joan	Vallejo	1980-84	Downeast 32	Tavarua
Anderson, Norm & Lois	Boise, ID	1986-93	Tartan 37	Sisu
Arnold family	Menlo Park	1975-77	na	na
Balding, Gary & Jessie	Winchester Bay, OR	na	30-ft sloop	Heart of Gold
Barthol, Clark/Meta; Fontany, Dennis	Marina del Rey	1967-70	32.5 Piver Herald tri	Cetacean
Bercaw family	Goleta	1971-75	38-ft Seawolf	Natasha
Bernwall, Hans & Carl Seipel	Richmond	1970-76	30-ft Alden cutter	Fia
Blondell, Anthony & Bertha #1	Coronado	1977-80	Garden Porpoise	Wayward Wind
Blondells, #2	"	1980-84	" "	" "
Blondells, #3	"	1987-94	" "	" "
Boden, Ed	Bayboro, NC	13 years	Vertue 25 (engineless)	na
Braskett family	Santa Maria, CA	na	Peterson 44	La Gitana
Brown, Stephen*	Scotts Valley	1985-89	Bingham 32 cutter	Southbound
Bryce, Don and Linda	Long Beach	1985-1995	40-ft ferro ketch	Green Dolphin
Byhre, Dick & Bonnie	Salinas	1986-91	Cal Cruising 36	na
Byrne, Dan*	Marina del Rey	1982-83	Valiant 40	Fantasy
Caldwell, Brian*	Hawaii	1995-96	Contessa 26	Mai (Miti) Vavau
Case, Robert*	San Diego	1998-12/29/01	Endurance 37 ketch	Suntrekka
Chapman, Bill & Diana	Stockton	1992-99	Swan 47	Bones VIII
Clark, David #1	Lafayette	1987-1991	Paci Seacraft 32	See Me Now
Clark, David* #2	Lafayette	1999-2001	Whittholz 42/Lello 34	Mollie Milar/Mickey
Conrady, Ray	San Francisco	1973-74	65-ft ketch	Sayula II
Cook, Marilyn	Pebble Beach	1953-57	50-ft schooner	Landfall II
Corenman, Jim & Sue	Alameda	mid-late '90s	Schumacher 50	Heart of Gold
Crouch, Les	SoCal	mid-late '90s	Melson/Marek 68	Maverick
Dashew, Steve & Linda	SoCal	late '70s	Columbia 50	Intermezzo
Davock, Mugs	Seattle	1980-87	Rhodes 41	Shearwater
Deaver, Dick & BJ	Long Beach	late '90s	Farr 55	Outta Here
Fleming, Kellogg & Diana	East Bay	1982-92	Garden 42 ketch	Swan
Foley, Jim & Lyn	Seattle, WA	1991-2001	Valiant 40, 1975	Sanctuary
Francis, Jack & Laura	Murphys, CT	1984-90	Westsail 32	Tamarac II
Gillespie, Ty & Helen	San Francisco	1990-96	Hans Christian 38	Azura
Graham, Robin Lee	na	1965-67	Contessa 26	Dove
Gustavson, Rick & Jean	San Diego	1984-91	Westsail 28	Mana
Guzzwell, John*	Washington	1955-59	21-ft Laurent Giles yawl	Trekka
Hanelt, Robert/Kristi; Fouts, Robby	San Francisco	1972-74	53-ft S&S yawl (1937)	Skylark
Hansen, Earl #1	Alpental, WA	1969-76	H-28 ketch	na
Hansen, Earl #2	" "	1984-93	Peterson IOR sloop	Incredible
Harris, Wes/Tim; Theberge, Kevin	San Diego	1991-93	Adams 50 (steel)	Scorpio II

WEST COAST CIRCUMNAVIGATORS

Hart, Ed*	San Diego	1995-99	Cascade 29	<i>Hooligan</i>
Hatheway, Buzz & Maureen	San Diego	1978-87	Lapworth 36	<i>Gambit</i>
Henry, Pat*	Mexico	1989-97	Southern Cross 31	<i>Southern Cross</i>
Hoffman, George	Moss Landing	1984-92	West sail 32	<i>lo</i>
Holcomb, Dr. W.F.	na	1954-58	schooner	<i>Landfall II</i>
Hollywood, Jim	San Juan Capistrano	1972-76	34-ft Seagoer	na
Houck, John & Virginia	Lake Stevens, WA	1981-87	Fast Passage 39	<i>Joggins</i>
Hudson, Beau & Annie	Inverness	na	Freya 39	<i>Lionwing</i>
Jardine, Ray & Jenny	LaPine, OR	1982-85	CT-41	<i>Suka</i>
Jeans, Steve	Philippines	1976-99	Horstman trimarans	<i>Zoom</i>
Jennings, Roy & Tee	Inverness	na	Freya 39	<i>Foxglove</i>
Jessie, Jim & Diana	Oakland	1985-92	Lapworth 48	<i>Nalu IV</i>
Kane, Mike	Newport Beach	1966-69	45-ft Piver tri	na
Kittel, Peter*	Morro Bay	1992-1998	Chinook 35	<i>Tehani</i>
Klein, Andre and Barbara	unk	unk	Passport 47	<i>Northern Lights</i>
Klompenburg, Jeff & Janet	San Francisco	1992-2000	42-ft Garden ketch	<i>Halcyon</i>
Knecht, Jerry	na	na	na	<i>Nightwatch</i>
Kraus, Werner	Honolulu	1988-96	Union 36	<i>Colombine</i>
Lavery, John & Mary	na	mid-'50s	na	<i>Sitisi</i>
Leech, Jim	Sausalito	1971-73	52-footer	<i>Santana</i>
Lewis, Joseph	Oakland	1994-96	West sail 32	<i>Morning Wind</i>
Lewis, Mike & Donna	San Diego	1981-88	42-ft Stone cutter	<i>Helaine</i>
Liggett, Al & Beth #1 (E-W)	Agana, Guam	1966-70	40-ft ketch	<i>Bacchus</i>
Liggett, Al & Beth #2 (W-E)	" "	1976-92	42-ft Perry cutter	<i>Sunflower</i>
Loners, Tom & Nancy	Ketchikan, AK	1979-87	Pearson 365 ketch	<i>Knockabout</i>
Long, Dwight	Los Angeles	1934-3?	34-ft ketch	<i>Idle Hour</i>
Longwell, Ed & Kathy	Modesto	1987-94	Downeast 45	<i>Pegasus</i>
McGarry, Brian	San Francisco	1972-85	42-ft gaff cutter	<i>Fiona</i>
Mendez, Ernie & Emily	San Jose	1996-2000	Cal 46 III	<i>Quiet Times</i>
Minney, Ernie	Newport Beach	na	schooner	na
Moenzer, Dick	Pto. Escondido	na	3-masted ferro schooner	<i>Osprey</i>
Morgan family	San Diego	1970-77	Seawitch 35	<i>Lualan</i>
Nesbit, Bruce	Mill Valley	1982-94	na	na
Ness, Jim *	Chula Vista, CA	1992-97	DownEaster 38	<i>Dream Merchant</i>
Nish, Arlo	San Francisco	1980s	Wylie 65 yawl	<i>Saga</i>

days out of San Blas and just happened to run into a German cardiologist when he arrived! When he finally made it back to Chile on Good Friday (April 10), 1998, he became the first — and so far only — sailboat to circumnavigate from Chile.

Although we have the utmost respect and admiration for Paul Cayard,

John Kostecki, Mark Rudiger and other west coasters who have competed in round-the-world races, our circumnavigator's list — at least this initial one — is not intended to include circumnavigations that were part of races. Okay, with two exceptions: Ray Conrady, who was the navigator on *Sayula II* during the first Whitbread Race in '73-'74; and Dan Byrne, who completed the first BOC

(singlehanded) Round the World race in '83-'84 on his Valiant 40 *Fantasy*. We include those because they were more of the 'old school' of voyaging than the highly refined world of modern racing.

The earliest noted voyage was also a bit of an anomaly in that Captain John Voss, who took off from British Columbia on an intended circumnavigation in 1901, didn't make it all the way around

— THEY'VE BEEN AROUND

Norcross, Bill and lady friends	San Francisco	1957-58	na	na
North, Lowell & Bea	SoCal	late '90s	Tayana 52	Wanago
O'Neill, Brian & Mary Alice	San Diego	1992-97	Norseman 447	Shibui
Pardey, Lin & Larry	SoCal	1984-99	29-ft Lyle Hess cutter	Taleisin
Petersen, Merl	Redwood City	1965-96	75-ft schooner	Viveka
Pidgeon, Harry*	na	1925 & 37	gaif yawl	Islander
Rilley, Mike & wife	na	na	Columbia 24	na
Rowe, Jeannie & Bob	San Francisco	1981-2002	Brewer 35	Salacia
Rowland, Bob	Reston, VA	1990-94	Bodega 30	Kiana
Salmon, Mark & Laraine	Alameda	1988-92	Standfast 36	Arietta
Salmon, Steve & Tina Otter	na	na	na	Another Horizon
Sandstrom family #1	Oakland	1975-80	Cross trimaran	Anduril
Sandstrom family #2	"	1988-90	"	"
Saxon, Bob & Marge	Round Pond, ME	1986-96	Channel Cutter 30	Tusitala
Schrader, Mark*	Stanwood, WA	1983-84	Valiant 40	Resourceful
Scott, Tom	Menlo Park	1989-94	Folkes 39 steel cutter	Nepenthe
Sherman family	Corte Madera	na	na	na
Sheufelt, Eddie & Eileen Schmeller	Portland, OR	1988-93	Hallberg-Rassy 33	Nubian
Skladal, Conrad & Charlotte	San Francisco	1983-97	home built	Wisp
Teste, Serge & Robin	Berkeley	na	60-ft custom	na
Thorndike, Karen*	Seattle	1996-98	Rival 36	Amelia
Triplett, Ray & Shirley	na	na	46-ft Garden ketch	Morning Star
Twidale, Bill and Maryanne	Port Townsend	unk	Cape George 31	unk
Vance, Stephen and Marja	Dana Point	1979-1986	Cal 2-27	Twiga
Vielhauer, Hans	Penngrove	early '90s	Cal 40	Chapparal
Voss, John	Victoria, BC	late 1800s	35-ft dugout canoe	Tilikum
Wade, Derek & John Lemley	Long Beach	1998-2000	Swan 65	Coeur De Lion
Warren, Fritz #1 (W-E)	Johor, Malaysia	1987-90	48-ft cutter	Truly Fair
Warren, Fritz #2 (E-W)	" "	1991-95	na	na
Wells, Ben	na	na	Odyssey 30	na
Westbeck, Roy	Santa Clara	1993-2000	Columbia 34	Bretta
Wilcox family	Palo Alto	1973-78	40-ft Eastport Pinky	Vela
Wilhelm, Tim	San Clemente	1989-94	Dreadnought 32	Dulcinea
Wilson family	na	na	na	Kite

the world. He only made it as far as England three years later. However, we include him here as sort of an honorary circumnavigator — and another great example of how little you really need to go voyaging. Voss's *Tilikum* was a hollowed out cedar canoe that he bought off a drunk Indian for \$80. He added a small cabin, three masts, a keel — and took off. We understand the book he wrote

about it is having yet another print run.

There are, of course, a thousand other stories lurking in this list, and it's our intention to tell them one day. Right now, we're still in the midst of compiling names and dates. If your name is featured here and the information is *not* correct, please let us know. If you know someone who has completed a circumnavigation and is not listed here, please

ask them to contact us — or if they're shy, let us know about it yourself. And if you are one who has circumnavigated from the West Coast (Hawaii counts as west coast for this project), please, please let us know about it. In each case, the very least we need is the names of the circumnavigators, the years of the circumnavigation, and the boat name, type and length. If you want, you can certainly

WEST COAST CIRCUMNAVIGATORS

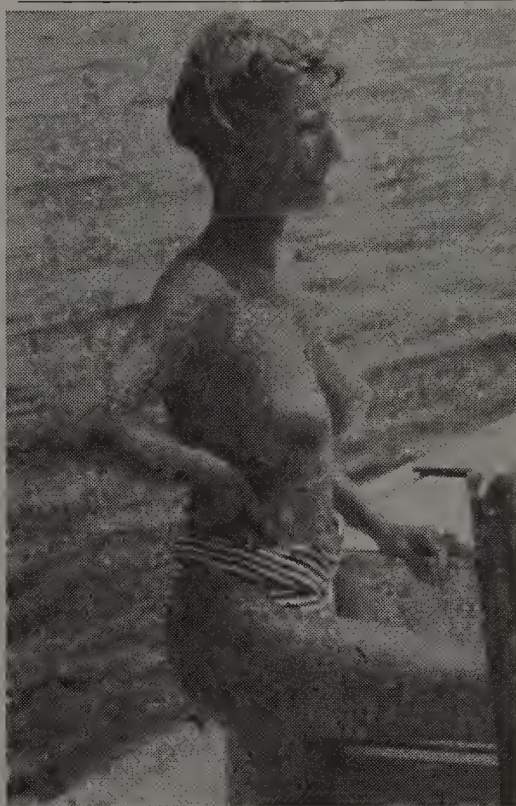
include some photos and/or details of the trip. We keep all these materials in a dedicated file, with the plan to eventually get back with these folks and flesh out their stories.

Finally, and importantly, we'll be hosting a first-ever get-together for all circumnavigators next month. This will take place at 6 p.m. on April 19 at Pacific Sail Expo, the big sailboat-only show at Jack London Square. (Those on this list will get into the show for free.)

At this time, there is no real structure to this party except to applaud the achievement of those who circled the globe on sailboats. Beyond that, you'll be able to meet other circumnavigators in a friendly, low-key setting. We ask only two indulgences:

1) That you bring a photo or two of you and your boat (we'll scan it and give it right back), and think of a favorite anecdote or other meaningful remembrance from your trip that we can record.

2) Since the party will also be open to the public, we ask that circumnavigators be willing to share their experiences with



Remember the ice cream girl of Villefranche? We probably don't have to tell you that circumnavigators Wes and Tim Harris and Kevin Theberge of 'Scorpio II' bought a lot of ice cream when they passed through this part of the Med.

sailors interested in one day sailing around the world themselves.

For those of you in the latter category, you'll be able to recognize the circumnavigators by their "I've Been Around" buttons.

At this time, we know the following people are planning to attend: David Clark, Jim and Diana Jessie, Hans Bernwall, Jim and Sue Corenman, and a special guest, Brad Van Liew, who is currently preparing a boat for his second solo race around the world. All of these people are friendly, engaging speakers representing a wide spectrum of circumnavigation 'styles' of the last 30 years, so for wannabes, it's a don't-miss.

For circumnavigators, we hope to announce that by next issue, most of the folks on this list will also be attending. For now, we ask that those attending please RSVP to organizer Mitch Perkins at mitch@latitude38.com at your earliest convenience.

Hope to see you there!

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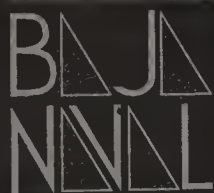
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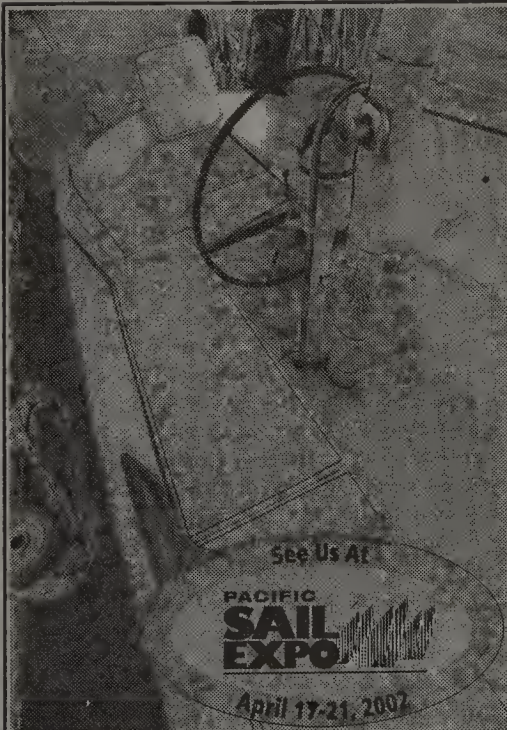
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CORINTHIAN MIDWINTERS

Raccoon Strait, the calm body of water between Tiburon and Angel Island, was swarming with activity on February 16-17, as 117 boats participated in Corinthian YC's always-entertaining midwinter series. The two-weekend, four-race regatta continued its tradition of casual racing and serious partying, with the weather once again cooperating quite nicely. "Our luck has returned!" claimed race chairman Mark Thompson. "This year's series was really good, and hopefully made up for last year's debacle."



Overall winner Mary Coleman (Farr 40 'Astra'). Spread, the Elliott 1050 'Basic Instinct' was the top CYC boat.

CYC Commodore Dan Carrico was not quite as modest in his assessment: "It was fantastic, a total blowout success!" he enthused. "It was the best Corinthian Midwinters I can remember."

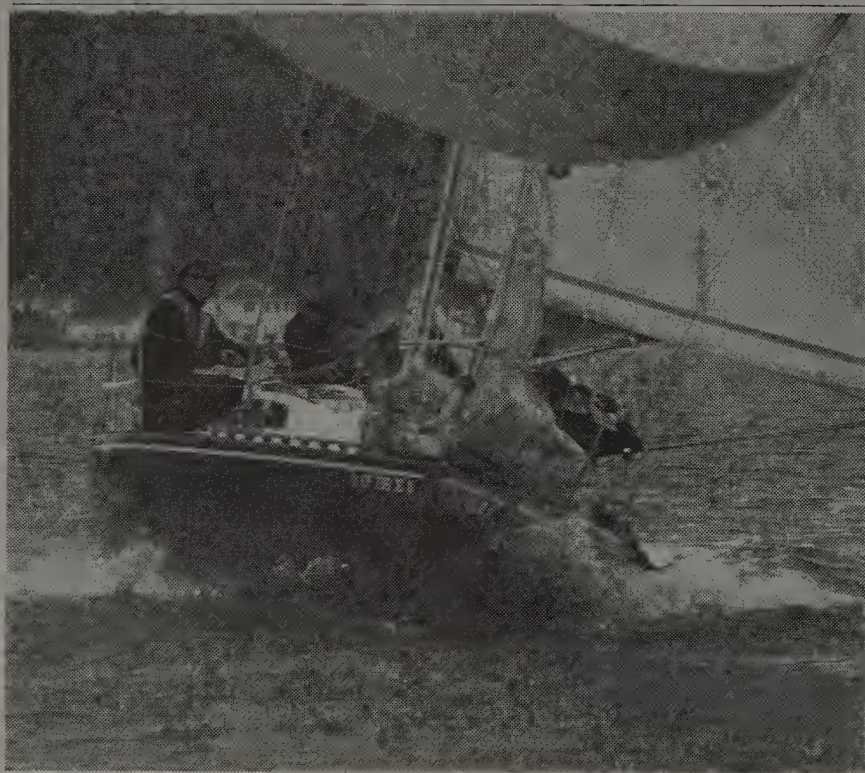
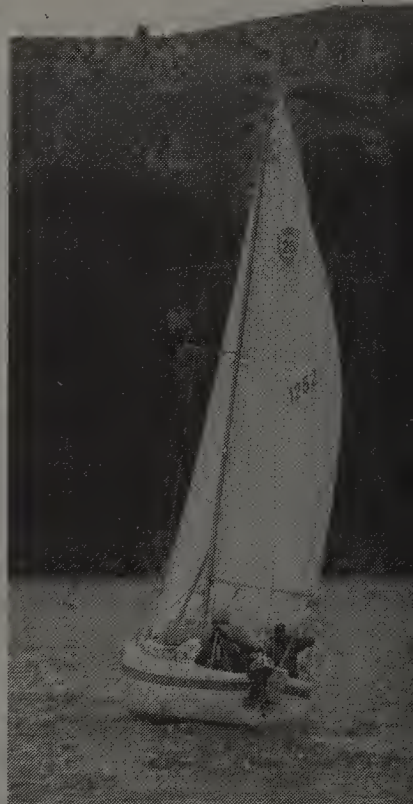
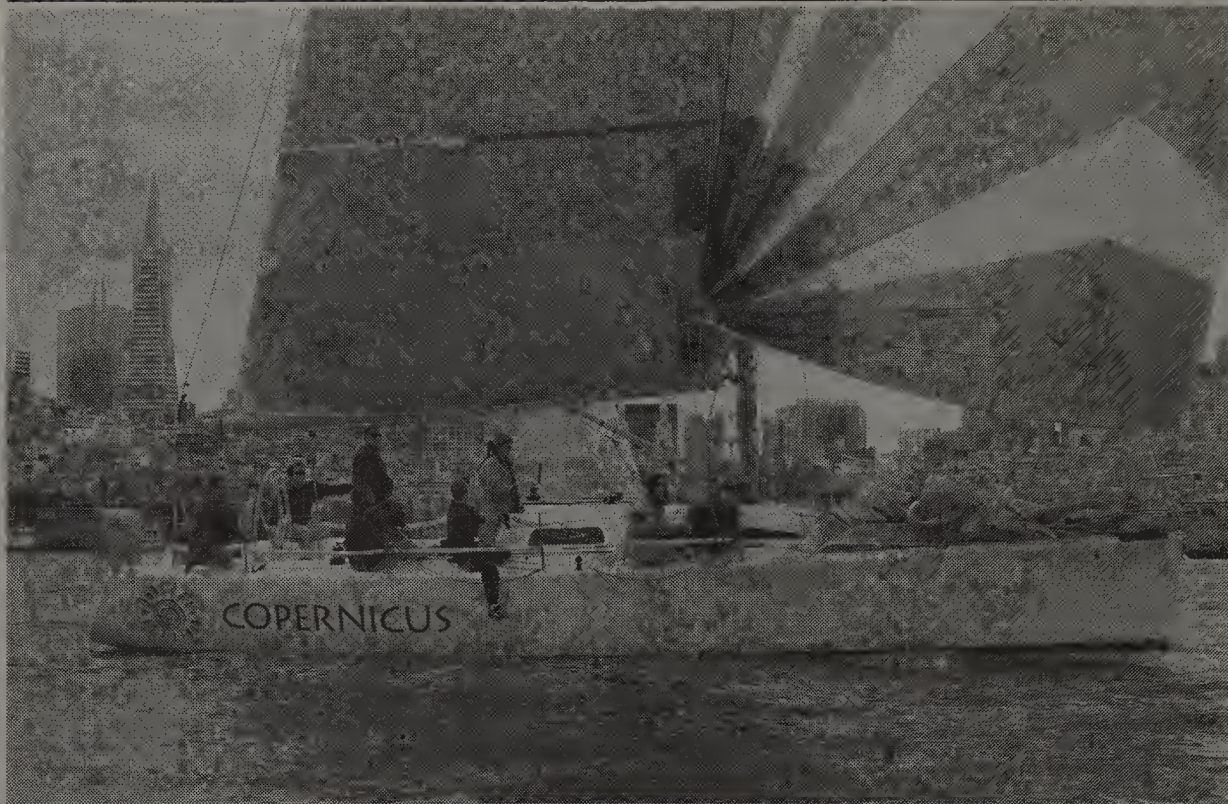
Though not as big numbers-wise as the Berkeley Midwinters (which topped out at 142 boats this year), the CYC series, as usual, involved much bigger boats and far more people. The racing — Bay Tours around fixed marks — isn't necessarily the greatest, but no one seemed to care. "We just send them off all over the Central Bay, and hope there's a weather leg somewhere during the day," joked Thompson.

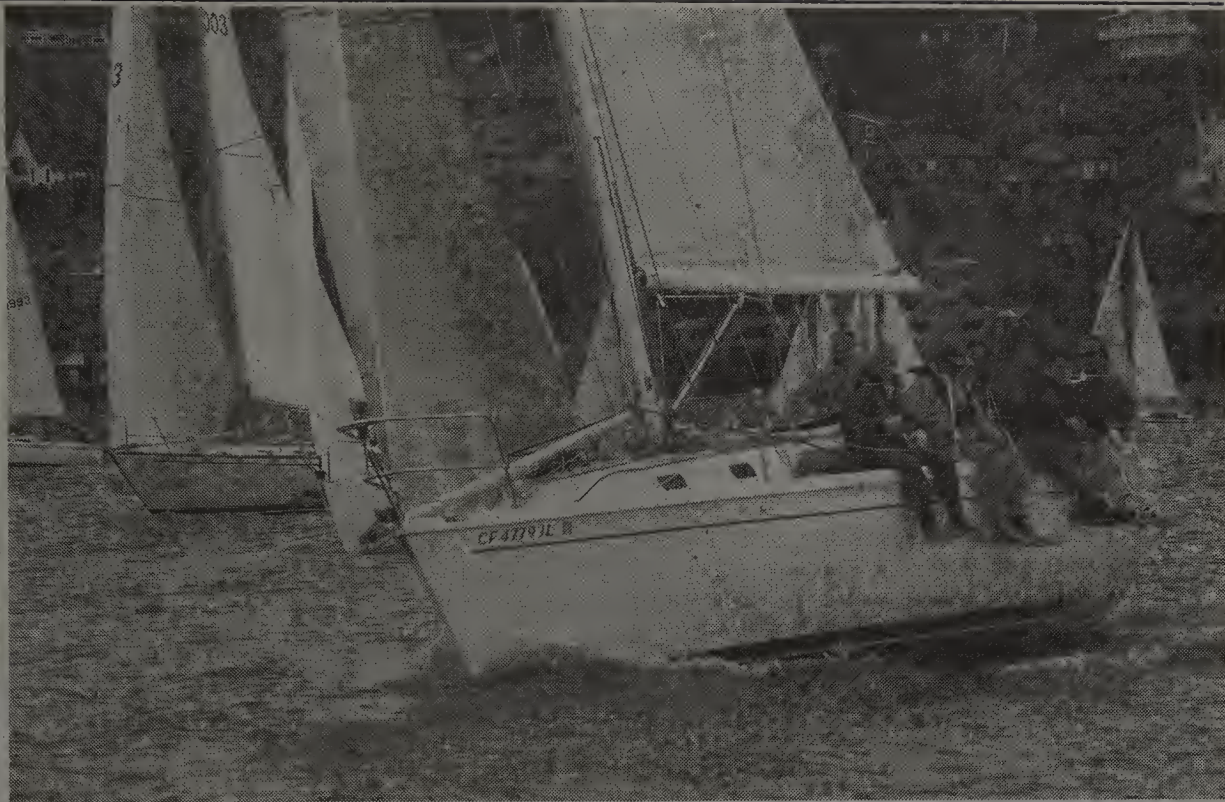
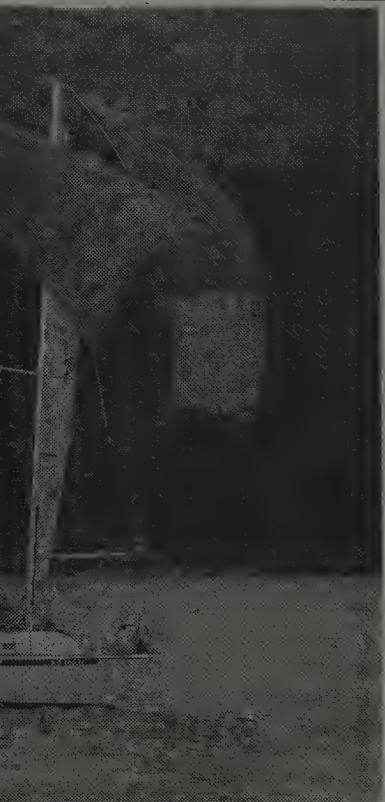
Though not as sunny or as warm as the January weekend, Saturday's sailing was actually pretty good — and the rain graciously held off until dark. John Sweeney's trio of IACC boats started first (see page 130), a stirring sight as they charged upwind out of the Strait bound for Blossom Rock. The rest of the fleet, including a one design class for Beneteau 40.7s for the first time, soon followed. The big boats beat up to Blossom, reached to Blackaller Buoy, and then ran downwind back to the Elephant Rock turning mark, to the finish. The little boats stayed nearer, reaching between Yellow Bluff and Knox a few times before joining the parade to the clubhouse.

"It was a challenging day, with the easterly fighting the westerly and the current switching from flood to ebb," noted Thompson. "It was a tough riddle to solve, and the lead changed often in most classes."

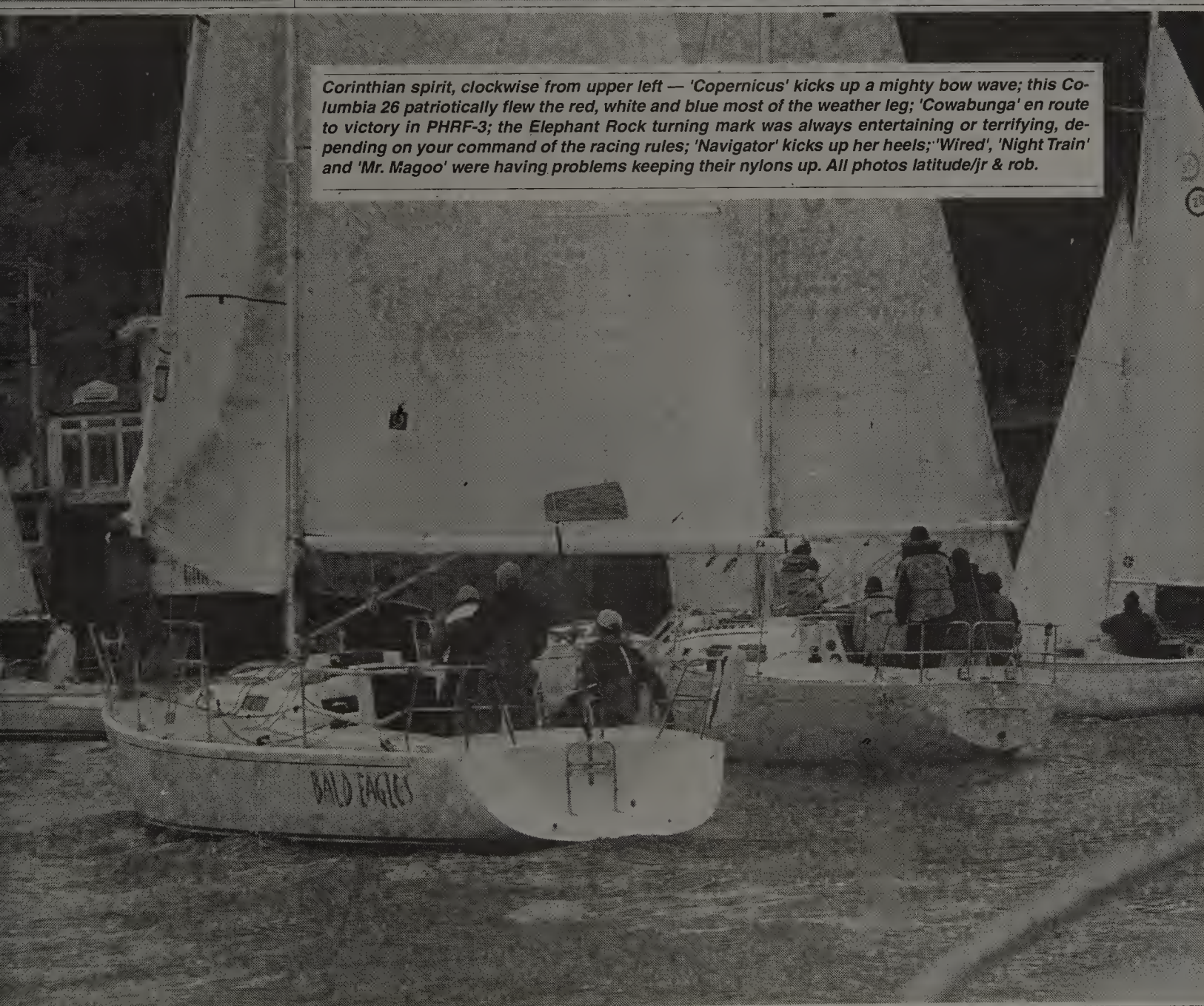








Corinthian spirit, clockwise from upper left — 'Copernicus' kicks up a mighty bow wave; this Columbia 26 patriotically flew the red, white and blue most of the weather leg; 'Cowabunga' en route to victory in PHRF-3; the Elephant Rock turning mark was always entertaining or terrifying, depending on your command of the racing rules; 'Navigator' kicks up her heels; 'Wired', 'Night Train' and 'Mr. Magoo' were having problems keeping their nylons up. All photos latitude/jr & rob.



CORINTHIAN MIDWINTERS

Shoreside, the racers were treated to a keg of beer courtesy of Pyramid Alehouse (Berkeley) and Pineapple Sails. Dinner was served (185 sailors enjoyed the 'racers' buffet' upstairs, while 80 IACC sailors had a sit-down meal downstairs) and dancing to the rock 'n' roll music of Boudekka and the Classics followed. Naturally, the hardcore crowd ended the evening at Sam's.

The weather front moved through by Sunday morning, leaving a crisp, clear day in its wake. At 9:30 a.m., several hundred people enjoyed free coffee and a slide and video presentation by CYC staff commodore Peter Hogg about PlayStation's epic October TransAtlantic crossing (see *Sightings*). The ensuing racing was more straightforward than Saturday's, with the big boats doing a lap around Blackaller, Fort Mason, and back in steadier winds up to 15 knots. Again, the little boats were kept closer to home.

Pickle dishes were doled out at the late-afternoon awards ceremony, including three special awards. The Aotea Team Trophy, which only attracted seven entries this year, went to the San Francisco YC team of *Bella Rosa*, *Amante* and *Navigator*.



Ron Kell, who ran the CYC Midwinters in 2000, was back at the helm of his Express 27. Right, top CYC skipper Jan Borjeson ('Basic Instinct').

gator. The subjective award for Best Overall Performance went to Mary Coleman, who sailed her blue Farr 40 *Astra* to a stellar 1,1,2,1 record in the tough 21-boat PHRF-I fleet. Another subjective award, the Best Performance by a CYC member, was presented to Jan Borjeson, who nabbed PHRF-II honors with his Elliott 1050 *Basic Instinct*.

Final results of the four-race, no-



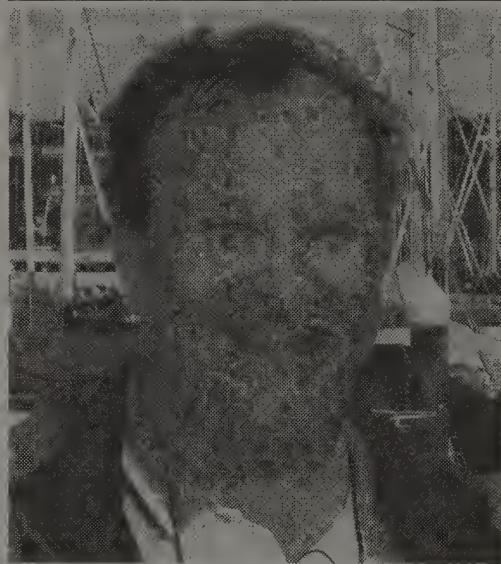
Team players — the winning SFYC squad, from left: Kirk Smith ('Amante'), Tim Russell ('Bella Rosa') and Bill Melbostad ('Navigator').

throwout series follow. Complete results can be found at www.cyc.org.

— latitude/rkm

IACC — 1) *Il Moro di Venezia* (ITA-1), Peter Stoneberg/Dee Smith, 2 points; 2) *Team Peregrine* (NZL-20), David Thomson/Brian Camet, 4; 3) *NZ Challenge* (NZL-14), Paul Kaplan/John Sweeney, 8.

PHRF 1 — 1) *Astra*, Farr 40, Mary Coleman, 5 points; 2) *Expeditious*, Express 37, Bartz Schneider, 18; 3) *Mr. Magoo*, J/120, Steve Madeira, 20; 4) *Eclipse*, Express 37, Mark Dowdy, 22; 5) *Raven*, N/M 39, Mark Thomas, 25; 6) *Copernicus*, Sydney 38, Michael Kennedy, 26; 7) *Q*, Schumacher 40, Glenn Isaacson, 27; 8) *Elan*, Express 37, Bill Riess, 29; 9) *Blue Chip*, Farr 40, Walt Logan, 32;



10) *Kokopelli*, SC 40 mod., Kevin Roony, 46. (21 boats)

BENETEAU 40.7 — 1) *Wired*, Rob Weed, 8 points; 2) *Night Train*, Bill Canada, 9. (5 boats)

J/105 — 1) *Joy Ride*, Bill Hoehler/Harry Blake, 8 points; 2) *Bella Rosa*, Dave Tambellini/Tim Russell, 12; 3) *Capricorn*, Bill Booth, 22; 4) *Tiburón*, Steve Stroub, 23; 5) *Bald Eagles*, Dave Liggett/Randy Paul, 24; 6) *Whisper*, Eden Kim, 26; 7) *Natural Blonde*, Rob Cooper/Lambert Thom, 28.

(16 boats)

PHRF 2 — 1) *Basic Instinct*, Elliott 1050, Jan Borjeson, 7 points; 2) *Navigator*, Soverel 33, The Melbostads, 10; 3) *Mintaka 4*, Farr 38, Gerry Brown, 21; 4) *Auspice*, Schumacher 40, Jim Coggan, 22; 5) *Petard*, Farr 36, Keith Buck, 23. (15 boats)

30-FOOTERS — 1) *Takeoff*, Laser 28, Joan Byrne, 8 points; 2) *Jane Doe*, Olson 911-S, Bob Izmirian, 10; 3) *Ixxls*, Olson 911-S, Ed Durbin, 13. (6 boats)

PHRF 3 — 1) *Cowabunga*, Schock 34-PC, Pat Brown, 11 points; 2) *Shenanigans*, C&C 36, Mike Maloney, 15; 3) *Abigail Morgan*, Express 27, Ron Kell, 15; 4) *Goldilocks*, Morgan 36, Noble Griswold, 17; 5) *Silkye*, WylieCat 30, Steve Seal/John Skinner, 18; 6) *Moonlight*, Express 27, Jim Gibbs, 25; 7) *Bluefin*, Santana 35, Suzanne Sloane, 32; 8) *Rum Tum Tigger*, Hunter 35.5, Bob Campbell, 37. (17 boats)

NON-SPINNAKER 1 — 1) *Smogen II*, Custom 36, Julie Le Vicki, 15 points; 2) *True North*, C&C 37, Jeff Dunnavent, 16; 3) *Beowulf*, Swan 51, Thomas Glennnda, 26; 4) *Gypsy*, Oyster 42, David Johnson, 27. (9 boats)

PHRF 4 — 1) *Baleineau*, Olson 25, Charlie Brochard, 11; 2) *Mortal Kombat*, Moore 24, Hans Bigall, 11; 3) *Jimmy Riddle*, Moore 24, Rich Korman, 13; 4) *Frenzy*, Moore 24, Lon Woodrum, 19; 5) *Hamburger Haus*, Olson 25, Jens Jensen, 27; 6) *Barking Dog*, Olson 25, Jeffrey Kroeber, 29; 7) *Blazing Saddles*, Olson 25, Derik Anderson, 31; 8) *Never Again II*, IOD; Mark Pearce, 31. (17 boats)

NEWPORT 30 — 1) *Ruckus*, Paul Von Wiedenfield, 6 points; 2) *Hot Chocolate*, Jon Nicholas, 7. (4 boats)

PHRF 5 — 1) *Amante*, Rhodes 19, Kirk Smith, 7 points; 2) *Yacht Sea*, Santana 22, Michael Spitz, 17; 3) *Peer Gynt V*, Knarr, Jim Skaar, 18; 4) *Blitzen*, Ranger 23, Joe Boone, 25; 5) *Argonaut*, Cal 2-29, Jim Garvine, 26; 6) *Starkite*, Catalina 30, Laurie Miller, 31; 7) *Faraway*, O'Day 27, Jim Mueller, 35. (15 boats)

NON-SPINNAKER 2 — 1) *Tension II*, Cal 20, John Nooteboom, 7 points; 2) *Raccoon*, Cal 20, Kay Rudiger, 8; 3) *Morgan*, Cal 20, Peter Birnbaum, 16; 4) *Santa Maria*, Santana 22, Chris Giovacchini, 21. (10 boats)

AOTE TEAM TROPHY — 1) *San Francisco YC* (*Bella Rosa*, *Amante*, *Navigator*), 10.72 points; 2) *Corinthian YC #1* (*Tension II*, *Abigail Morgan*, *Smogen II*), 9.49; 3) *Corinthian YC #4* (*Moonlight*, *Night Train*, *Natural Blonde*), 7.87. (7 teams)

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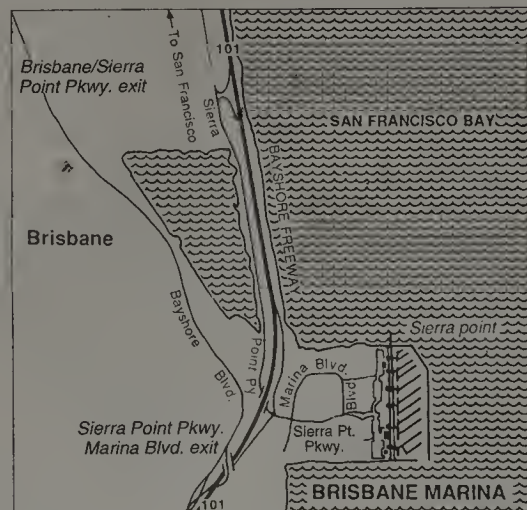
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NEW BOAT —

Our Sonoma County-based family began sailing on San Francisco Bay in the '90s aboard *Kabunza*, a good and strong Pearson 36. We spent '98 cruising the California coast and the Channel Islands, neither of which should be missed. At the end of that year, we participated in the Ha-Ha, and had a great time. Once we got to Mexico, we faced a dilemma of loving both cruising and loving the summers at our home in Healdsburg. So for the next three years, we spent the seven-to-eight cooler months of the year cruising Mexico. When it got hot during the summer, we put the boat in storage at Opequimar Boatyard in Puerto Vallarta.

But developing a friendship with Dave and Kim Wegesend of the Catana 42 catamaran *Maluhia* the first year at Chacala ultimately changed our routine. During our three years in Mexico, we became great friends and cruised together. It didn't hurt that they had a nine-year-old son, Kanoa, and we had a nine-year-old daughter, Kathryn.

In 1999 *Maluhia* was a tag along 'entry' in the Baja Ha-Ha, and I joined them as crew. Having sailed a 36-ft monohull from Long Beach to Puerto Vallarta one year, and a 42-ft cat on the same route the next year, I felt I'd never go back. Yes, it was an easy downwind sail both times; but I urge caution before you take

After years of refinement in both their design and production, contemporary French charter cats are sleek, uncluttered and easy to sail.

sides in the 'great catamaran debate'.

Our family enjoyed another two great years in Mexico, including the opening of Rick's Bar in Z-town, and the enjoyable Banderas Bay Regattas in Puerto Vallarta. But having spent much of three years there, we felt we were 'done' with Mexico — except for the Sea of Cortez in the spring and the fall.

So while anchored in Barra de Navidad — our favorite place for Christmas — I proposed that we continue on by sailing through the Panama Canal in 2001. "No way, not in this boat," was the quick response from both my wife and daughter. They wanted a boat with more room, more comfort at anchor, and the feeling of a bigger boat in large seas. I found myself on the edge of being boatless. We were now done with



Now that they've survived the pressures of purchasing and fitting out their new cat, Ruth and Steve are in a celebratory mood.

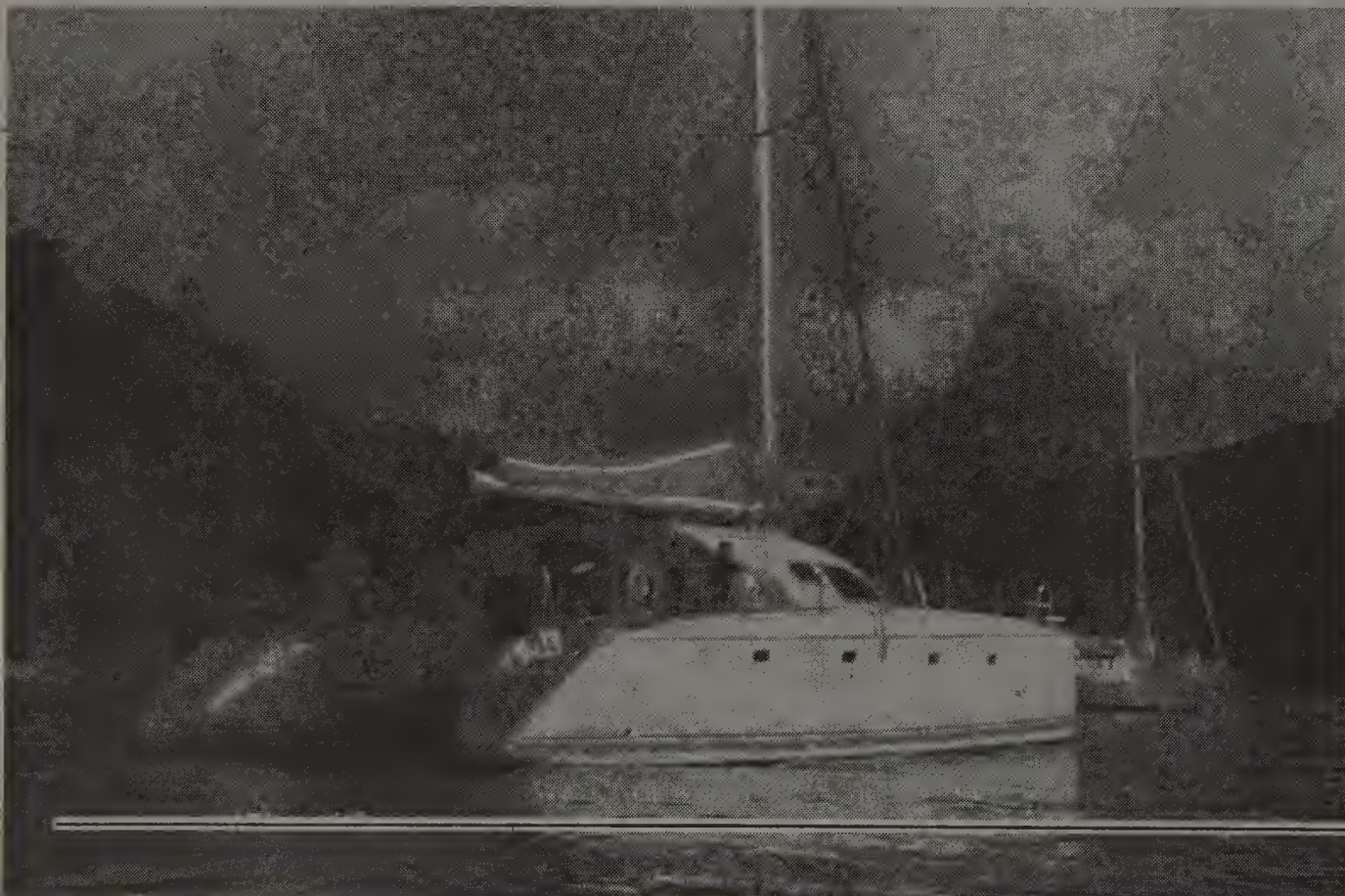
the boat and definitely done with Mexico and could not agree on a new place to go. This was unacceptable.

The only solution was to get another boat and start afresh in a new area. Our family was unanimous in agreeing that the Caribbean should be that new area, which also happened to be the best place to pick up a used catamaran coming out of a charter fleet. It sounds easy, but we had to get *Kabunza* back to the States, sell her,

then find a catamaran we liked — all without missing a cruising season.

By chance, I stumbled across an ad for a Nautitech 435 in *Sail* magazine. After a few calls, I found out that she was a four-year-old boat that had been in the VPM charter program in Guadeloupe. I

had never actually seen one of these cats, but after getting a few pictures, it became clear that she had a similar layout to a Catana, yet had a better interior. It's true she didn't have daggerboards, but we felt that we could give up some performance. Perhaps most importantly, the boat was available for what seemed like an unbelievably low price, thanks in part to the French franc being depressed and France's 'defiscalization' program, by which the French give tremendous tax ad-



ALL PHOTOS COURTESY RUTH & STEVE SCHULTZ

vantages to builders as long as the boats are sold outside of France. So the only question was whether or not the boat was any good.

Just before going to Mexico in December 2000 for our last season aboard *Kabunza*, we flew out to Guadeloupe along with our Puerto Rican broker and a guy from the States. We loved the Nautitech 435. The boats coming out of the VPM charter program were a little different than most, in that they were to be returned to the manufacturer, Dufour, for complete refurbishment. This meant new soles, a new stove, all damages repaired, a dinghy and a motor, and many other goodies that made it an even better value. It was pretty much going to be a new boat at a bargain price, ready for us to pick up a year later, in time for the 2002 cruising season in the Caribbean. We put down a \$15,000 deposit toward the boat we would rename *Kabunza Kat*, then headed off for our last year in Mexico aboard our monohull.

Between then and now, some good things have happened. For example, we enjoyed our last season in Mexico, and after bringing our Pearson back to San Diego, we were able to sell her quickly and privately through an ad in *Latitude*. But we also had a lot of bad things happen. We soon discovered that Bruce Ryder, our Puerto Rico-based broker at Vela Caribe Yacht Sales, had not used our \$15,000 to put a deposit on our boat, but had run off with it! It's a little-known fact that only in California and Florida are boat brokers required to be bonded. So if you get ripped off anywhere else, you have little recourse.

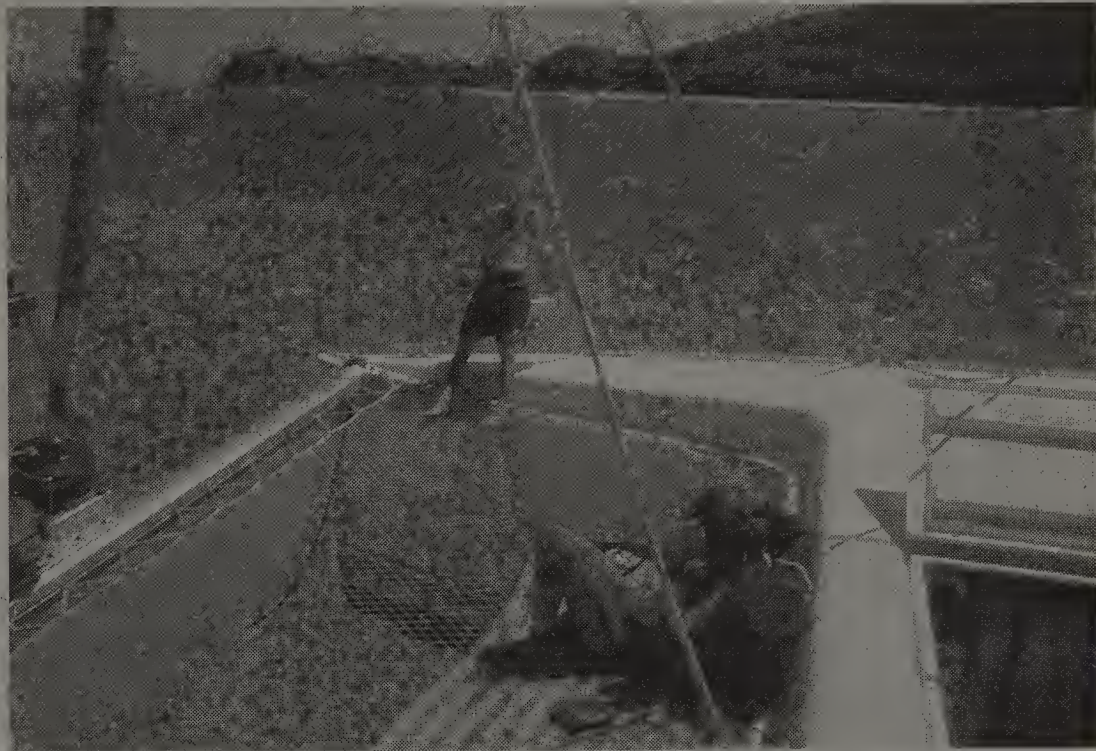
Before long, we also learned that we weren't the only ones to have been defrauded. *Sail* magazine connected us

the case of the FBI, \$75,000 was below their threshold for taking action. Let the buyer beware!

So we were without a deposit, which meant we were without a boat. To make things worse, we had a lot less money available because of the depressed stock

to U.S. ownership and documentation. We were worried about the whole deal, in part because the Dufour folks didn't seem very responsive. As it turned out though, they always did what they said they would do — they just did it on 'island time' and in the French way.

I was due to go to Guadeloupe on October 11, and my wife and child were to follow two weeks later. Then Septem-



ber 11 happened, and everything went on hold — at least emotionally. We didn't really want to be away from family or friends, we weren't crazy about air travel, and like everyone else, we'd lost even more money in the market. But Dufour now had some of our money, we loved the boat, and we were boatless. So off I went, on the assumption that I'd return home immediately if things fell apart. I took off expecting lots of broken promises, difficulties in dealing with the French sellers, and endless hassles getting the boat transferred to U.S. registry.

The foredeck tramp is a favorite spot for kids and adults alike, whether at anchor or underway.

I landed in Guadeloupe with five suitcases full of boat parts — all of which looked like bomb parts — and very few clothes.

Nonetheless, after six months of trading emails with Dufour, we finally got a new contract — at an even lower price!

So before long, we were off to Guadeloupe to reinspect the boat, survey her, get stuff fixed by Dufour via a punch list, and then get her transferred

with some other buyers, a few of whom had been burned for even larger amounts of money. A total of \$75,000 in deposits had been run off with. We spent endless days trying to get satisfaction through the FBI, the Puerto Rican authorities, and a few others, but it was useless. In

I landed in Guadeloupe with five suitcases full of boat parts — all of which looked like bomb parts — and very few clothes.

ful. I chose to do my own survey, and created a long list of issues, some important, some cosmetic, and some just minor details. Living on a boat for a few days really helps find stuff a normal surveyor would miss.

I presented my list to Dufour, and over the next two weeks all the problems were taken care of. They did the expensive, refitting stuff, and gave me the parts for the minor stuff. The name of the game was: 'If you find a problem, we will fix it; if you don't find it, we may not tell you about it.' Fortunately, we found most of the problems and Dufour was very responsive. Because I was working with the manufacturer, they did fix their known problems and helped me a lot with my cosmetic stuff. Since I had expected the worst, it was quite a rewarding experience. We got everything we contracted for, no matter if some of it was just verbally agreed to. Actually, they weren't able to come up with one deck pad, but they really tried hard.

In my estimation, this was far superior to buying a used boat directly from a charter company, where you get what



From a cook's point of view, one of the best things about modern catamaran design is the deck-level galley arrangement.

you get; and different from a private party sale, where the seller is powerless to make things right other than financially.

My wife wired the balance of the funding to Guadeloupe on a Monday, and thanks to Dufour's experience, and my wife's preparation with the USCG, she

was able to fly down with the actual Coast Guard documentation the following Saturday! We had heard horror stories of getting a French boat 'deflagged' and then through the Coast Guard process — we were told that it sometimes took months. But we got it done in five days. As we checked out of Guadeloupe, the customs guy couldn't believe we had the correct papers.

For the last three months, we have been cruising the southern Windward Islands. Even though the weather has been unsettled, it's beautiful. The Caribbean is a lot different from Mexico. The warm water is clear, there are hundreds of anchorages and many short, safe sails. And there are a great variety of countries and cultures to explore.

On the other hand, it has nowhere near the quality of food available in stores and restaurants — I'd kill for an In 'N Out burger — and services are very ex-

PICKIN' OUR BRAINS

Dear *Latitude* — In preparing to cruise in the Caribbean and outfitting our new boat I have a few simple questions that, if answered, would help guide me.

1) How useful is radar for passages around and in the islands?

We didn't have a functioning radar aboard Big O for the first 10 years she was in the Caribbean, and we got along fine without it. But once we installed one, we felt it was an excellent addition. In the Caribbean radar is particularly useful for monitoring the approach of big squalls, and for confirming your position once they hit.

2) Are drogues and warps necessary in the course of normal cruising?

To a large extent, it depends on the cat. Extremely light cats with lots of sail area should probably carry them. For a French charter cat such as a Nautitech 435 in the Caribbean, we think you can do without — unless you're planning on going out in a hurricane. In an emergency, dragging a weighted anchor rode and other lines will help slow a boat down.

3) Are stern anchors ever used?

They aren't used as often as they are with monohulls, because cats aren't subject to as much rolling. We almost never used one in the Caribbean, but there are always situations in which one might come in handy.

4) Is night sailing reasonably safe?

Many bareboat charter companies don't allow sailing at night because most charterers aren't familiar with the waters and sometimes lack necessary skills. And there are lots of areas — all of them clearly marked — where it would be extremely dangerous for even the most experienced skippers to sail a boat at night. But as long as you stay well clear of hazards, sailing at night in the Caribbean is not only safe — it can be fabulous. However, since the next island/country is rarely more than 25 miles away, sailing at night is rarely necessary.

5) I understand that good water is scarce in the Caribbean, and a watermaker is preferred. Nonetheless, what kind of water do you get at the docks. Do you need filters for filling and use?

Good, clean water is indeed scarce in the Caribbean, particularly during the winter dry season when you need it most. In fact, count on having to pay for water in most places. Although some marinas have de-sal water, the water you get at most of the docks comes from cisterns, and is often cloudy, if not muddy, just after substantial rains. Don't even think about drinking the stuff. Everybody in the Caribbean drinks bottled water — or beer. You might want to use an inline filter dur-

ing filling, however, as long as you're in the Caribbean, we don't think it's worth the trouble of having a watermaker.

6) What are the most popular charts used in the windward and leeward islands?

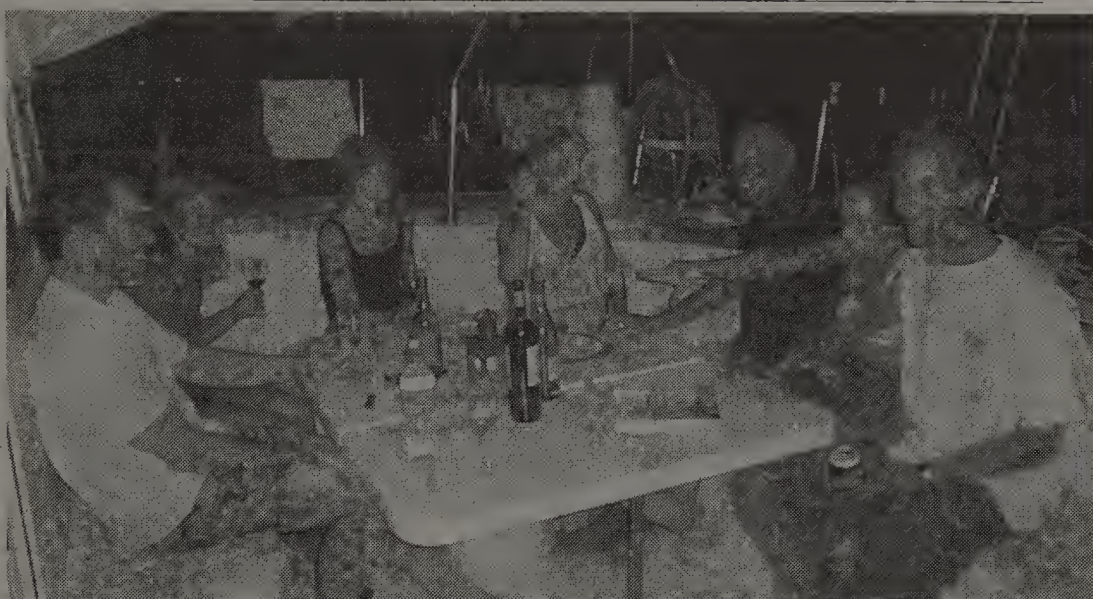
Pick up a copy of the Cruising Guide to the Windward Islands and the Cruising Guide to the Leeward Islands, both of which are published by Cruising Guide Publications of Florida. They are excellent, with all the information you need, great chartlets, and lots of aerial photos of anchorages. You might also pick up a couple of *Iolaire/Imray**** charts for a good overview of the part of the Caribbean you're in.

7) Are there chandleries on most islands?

It depends on the island. The islands that are yachting centers — St. Martin, Antigua, Trinidad, St. Thomas, Tortola, Guadeloupe, and Martinique — have just about everything you could want, and several of the other islands have boat gear, too. But don't expect to find much in places such as St. Kitts, Monserrat, or Dominica. If somebody had to refit, we'd probably suggest St. Martin. Not only do they have most stuff there, but what they don't have can be shipped down from Florida in 48 hours or less. It's really duty free, too, which means you can save hun-

pensive. But it's easy to be at anchor 100% of the time, so we haven't had to pay any of the outrageously-expensive — to my mind — marina costs as we did in Mexico. The (mostly) friendly people of the Windwards are different, but in some cases they are more endearing than Mexicans in that they are not always trying to sell or push something on you — a feature so common in Mexican tourist towns. We like it here.

The best part of our adventure so far has been *Kabunza Kat* herself, as she makes cruising a real pleasure. She is easy to handle under sail, especially due to her level platform and her 'back runway' (where the traveler track is mounted). She has what seems to us to be huge sails, but the systems for reefing and sail trimming are easier than on our Pearson. At anchor, she is dead level while the nearby monohulls are rolling all over the place. Thanks to having two inboard engines, she is easy to anchor precisely, and thanks to shallow draft,



Shaded by a bimini by day and cooled by the tradewinds at night, the huge cockpit is ideal for entertaining or lounging.

we can sneak into shoal water where it's even more comfortable and less crowded.

The former charter cat's redundant systems lower our anxiety in general. She has two engines, two refrigerator compressors, and two water tanks. It's also comforting to know that she's unsink-

able due to foam-core construction. Having the entire living area on one level — with a good view and a huge back porch — keeps us from feeling as though we're living in a cave. The widely separated sleeping areas keep us from wearing on each other. We had seven people aboard her for 10 days and she still seemed spacious. Everyone had his/her own corner to get away to.

dreds of dollars on things like dinghies and outboards.

8) What is the deal with power? Is it a mix of 110VAC/60Hz and 220VAC/50Hz on each island?

Specifics on electrical current available at marinas can be found in cruising guides. Generally speaking, though, our recollection is that most islands run 110.

9) What's the availability of fuel and how pure is it?

There's plenty of fuel on islands that are yachting centers, but the lesser islands don't have much. It's not that critical, as there's always wind in the Caribbean. In places where they pump a lot of fuel, it's usually pure. But beware of fuel docks where they don't get much business.

10) What's the best way to get weather? Is SSB the best and only way, or can you get it on VHF also?

The big weather guy in the Caribbean is David Jones, whose Caribbean Weather Center puts out a Daily SSB Weather Net for the cruising community in the Caribbean and the southwestern N. Atlantic, using three frequencies:

- 8104kHz at 0830-0900 AST
- 12362kHz at 0900-0930 AST
- 16528kHz at 0930-1000 AST

Many Caribbean sailors actually get their weather info from AM or FM radio:

- Ch. 620 AM at 0650 in Antigua
- Ch. 780 AM at 0805 in the BVI
- FM stations generally give news and weather on the hour and half hour.
- Ch. 94.5 & 93.7 FM in St. Lucia
- Ch. 88.9 FM in St. Martin

VHF isn't a primary source except in Antigua, where — the last time we checked — Jol Byerley was still giving his classic weather reports from English Harbor on Ch. 06 at 0900.

In the winter, however, there's not that much to the weather. Either the trades blow mild or they blow hard, it all depends on how well the Bermuda/Azores High is developed. If you have a weatherfax, it's fun to watch the weather develop. Generally, you don't want to sail into strong trades, as it's rough going. Fortunately, you're rarely more than a half day from the lee of the next island.

11) What about personal security on the islands? What about security in marinas? Do cruisers carry guns?

Generally speaking, if you're on your boat or you're in a marina, it's safe. Once you're ashore, there are good places and bad places on most islands. If you stay out late getting drunk or looking for drugs in the bad places, you could find trouble. But if you use common sense, you shouldn't have much trouble. Dinghy and outboard theft remains a problem in many

places. Few cruisers carry guns. We never carried one, and we never felt the need for one. Also, you are required to turn your guns in to the Police Department when you check in on most islands, which further dilutes their usefulness.

12) What is the most popular way to do email? SailMail will have to wait a year or two.

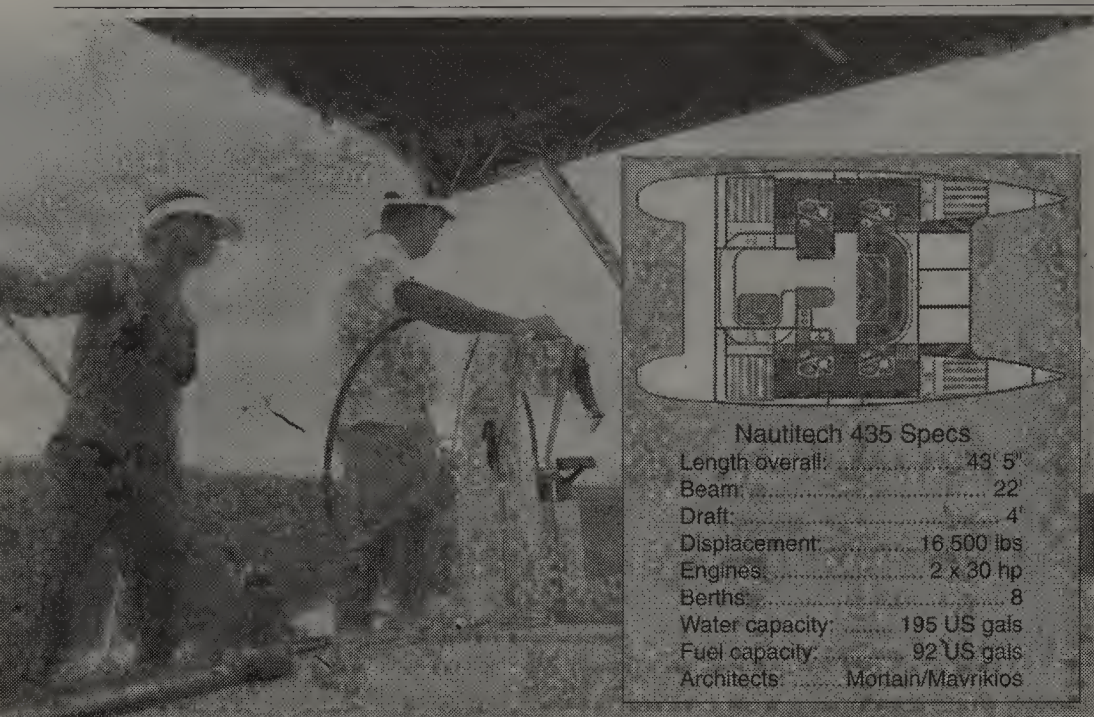
There are internet cafes in all yachting gathering spots, although there are far more in the Leewards than Windwards. Be careful in French internet cafes, as the keyboards are different and will drive you crazy. There's also better phone service in the Leewards than the Windwards. If you're going to be in the Caribbean for a long time, you can get a cell phone activated. There's good cell coverage in most areas between Puerto Rico and Trinidad.

13) Are there inter-island ferries?

You'd assume there would be lots of them, but there are actually relatively few, except those which run between groups of islands that are clustered together, such as the Virgin Islands or between Guadeloupe and Les Saintes. There are none, however, between the Virgins and St. Martin, or St. Martin and Antigua, or many of the other major islands. This is because most islands are island-nations that have surprisingly little to do with their nearest neighbors.

IN PREPARATION FOR CRUISING

NEW BOAT — NEW OCEAN



Nautitech 435 Specs

Length overall:	43' 5"
Beam:	22'
Draft:	4'
Displacement:	16,500 lbs
Engines:	2 x 30 hp
Berths:	8
Water capacity:	195 US gals
Fuel capacity:	92 US gals
Architects:	Mortain/Mavrikios

ILLUSTRATION COURTESY VPM / DUFOR

Unlike smaller cats, which generally have wheels mounted on their salon's aft bulkhead, the 435's twin wheels are mounted well aft, giving better visibility up the broad side decks.

Do we worry about flipping her over in a squall? Sure, so we reef early, pay attention to what's going on, and sail

conservatively. Like most cruising cats, *Kabunza Kat* is undercanvassed and probably hard to abuse unless you are in huge seas. Unlike most cruising monohulls, her decks are uncluttered by jerry jugs, dinghies, lines and toys, so we don't trip over ourselves when we sail.

We didn't buy our cat for speed, so it doesn't matter to us that she's only about three knots faster than our Pearson would have been in the same conditions. We have hit 11 knots for 10 minutes at a time, which is on the upper edge of thrilling as far as we're concerned.

The bottom line is that I would never have a monohull again in an area where it's normal to anchor 100% of the time. In fact, I'd never have a monohull again as a platform for coastal cruising. Right now we wouldn't use our cat for a bluewater crossing, but over time we may change our minds.

So, despite the thievery, the economy, the tragic events, and the peculiarities of dealing with the French, we made it. We're in a very different tropical place aboard a very different boat than we had before. It may not have been as much fun as going through the canal to get here, but it sure felt as though it was as much work. In the end, for us, it is the cruising platform that makes the biggest difference.

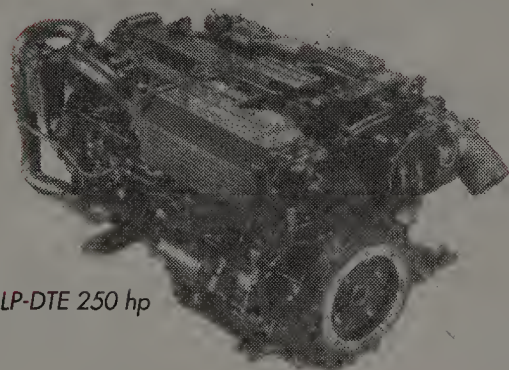
— steve schultz

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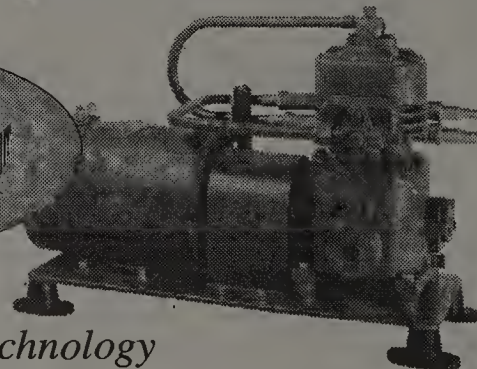
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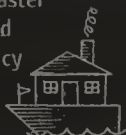
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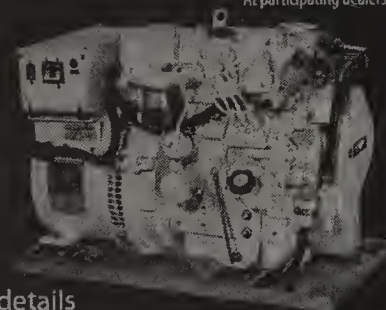
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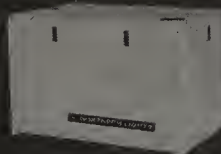
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RACING CREW

With football over and the Olympics in full swing, noted color man John Madden was asked what he thought of curling. "You know," he quipped, never missing a beat, "if it's something I can do, I don't consider it a sport."

It was a good chuckle over morning coffee, but as we cleared the decks for another day of action, we got to thinking of the 'sport' of sailing. One of its real beauties is that anyone can do it, and enjoy it. Even Big John. But at the same time, to do it really well takes talent, experience and physical endurance akin to almost any Olympic endeavor. Just look at the tribulations of the current Volvo crews.

The ladder from rank beginner to round-the-world racer is rung with lots of years and miles. And with all due respect to the many fine sailing schools in the Bay Area, and the great experience of cruising to distant shores, the quickest way up the ladder is racing. There's no other environment where you'll learn more quickly how to get the most out of a boat than trying to make it go faster than another boat.

Whether your motivation to go racing this year is to be a better sailor, to just have some fun — or to take out those latent maniacal tendencies — we've got you covered. Whether you prefer boats that are big, little, old or new, local weekend races or trans-ocean marathons, it's never been easier for crew to find boats or boat owners to find crew than with our annual Racing Crew List.

By now, most of you will know the drill as well as we do. Back in January and February, we ran Crew List Forms. Interested boat owners or potential crew filled them out and mailed them in, and in the next few pages, you'll find their names, boat types (in the case of owners), contact numbers and a little about the type of racing people want to do, experience, skill level — even how serious they are about winning. All the Crew List is really about is matching your wants with their desires.

As an example, say you're an experienced skipper with several seasons of semi-serious racing under your belt. Your boat needs five crew, but only three show up on a regular basis. The rest of the time, you use pick-up people or girlfriends of your regular guys. The girls are nice, but they're not really into sailing, much



Local ocean racing is a great training ground for those aspiring to E League events like the Volvo Ocean Race (above). We've seen some Farallones Races that didn't look much different than this.

next few pages. Using the codes in the gray boxes, make checkmarks with a red pen by the best-sounding crew candidates and then just start making calls. It really is as simple as that. Actually, you sent your own 'Boat Owner Looking For Crew' form in, it's even simpler — potential crew will be calling you.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By being an 'early bird' and making phone calls as soon as you can after this issue comes out, you have the best chance of landing that perfect worm . . . uh, . . . boat. Be sure to 'match' your skill level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on. If you don't do well getting yelled at, include that subject in the questionnaire.

We've been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name and phone number on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together.

As mentioned, if you're serious about Crew Listing, you have taken the time to send in a form and your name will appear on these pages — effectively doubling your chances of success. However, you don't need to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the gray box on this page. Call it and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but "since you're obviously the adventurous type" — asked each of them if they'd like to accompany him on a month-long

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

less racing. To have a chance at moving up in your fleet, you know you need two more experienced crewmembers. It doesn't matter if they're male, female or one of each, so long as they're as serious about winning as you and the rest of the crew. With the Crew List, all you have to do is look down the 'Men to Crew', 'Women to Crew' and/or 'Couples to Crew' lists of names on the

backpacking trek up the Appalachian trail! We don't think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. Traditionally, the spring Crew Party has been a relatively low-key affair which racing Crew Listers share with cruisers, daysailors, co-charterers and boat-swappers, whose Crew List appears in the April issue.

For the last couple of years, however, the Crew List Party has been a big deal, and this year's shindig on Thursday, April 11 at the Golden Gate YC, is continuing the trend. We're planning guest appearances from well known sailing personalities, a local charter yacht or two, and maybe even some cool 'surprise' demonstrations. We can't tell you any more until we firm up some details, but suffice it to say if you come, you're going to have to really work at it to be disappointed. The party runs from 6 to 9 p.m. We'll have the usual munchies and T-shirts, and the club will run its usual no-host bar.

If your name appears here (or on next month's list), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. We're not 7-Eleven, so please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way everyone can instantly tell if the wearer is a boat owner looking for crew or a crew looking for a boat.

N

ow for a medley of our greatest tips:

- Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.
- If you're looking to crew, be realistic about the commitment involved. If you sign up for a whole season, you're going to have to show up on time and in working order for upwards of 20 weekend days this summer.
- Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does can recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually *want* a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.
- Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. Give everybody a chance.
- If you're a man, for pete's sake don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

The ball's in your court, kids. The summer sailing season officially kicks off with the Vallejo Race on May 4 and 5. Are you going to be ready? Good luck!

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

- Adrien Darragon, 28, (415) 285-2223 wants 1,2/prefers 1/exp 2b/will 1,3,6,7.
 Ai Kafka, 32, (415) 786-0433, al.kafka@kla-tencor.com wants 1,3/exp 2c/will 1,2,3,4=no exp, but wants to learn,6.
 Andrew Skinner, 39, (415) 307-9091 wants 1,3,4/prefers 3=Melges 24, Moore 24, Farr 40, J/105, exp 4/will 1,3,5,6.
 Antonio Mazzarisi, 28, (510) 325-0831, seraph65@hotmail.com wants 1,2,3,4,5,6/prefers 2/exp 2b/will 1,3,6.
 Art Urbin, 50, (408) 985-2107, art@urbin.com wants 1,2,3,4,5,6/prefers 2/exp 4, licensed HF radio op. w/equip/will 1,2,3,4,5,6,7.
 Bob Eggerts, 58, beggerts@attbi.com wants 1,2/prefers 2/exp 3.
 Bob Soleway, 55+, (415) 381-3147, caviking@pacbell.net wants 1,2,3,4,5,6/prefers 2/exp 4, 5 Baja Ha-Ha's/will 1,2,3,4,6,7.
 Chris Giovacchini, 48, (707) 938-1736, crisdino@earthlink.net wants 4/prefers 2/exp 4c, 50 ton license/will 1,2,3,4,5,6,7.
 Chris Haine, 28, (415) 505-2137, chrisaine@yahoo.com wants 1,2,3,4,5,6/prefers 1,2,4,5/exp 2.
 Claude Gosselin, 40, (916) 773-1904 wants 1/prefers 1,2/exp 2c/will 1.
 Dan Massoni, 33, danmassoni@yahoo.com wants 1,4/prefers 2/exp 3/will 1,6.
 Darrell Caraway, 42, (510) 531-4159 wants 1/prefers 2/exp 4/will 5.
 David LeGrand, 42, (925) 943-5460, david.legrand@locite.com wants 1,3,5/prefers 2,3=J/105, S35/exp 4/will 3,5,6,7.
 David Sherrill, 45, (510) 748-6022 wants 1,4,5,6/prefers 2/exp 4/will 5,6.
 Diodado S. Dente, 46, (415) 823-1374 wants 1,2,5/prefers 1,2,5/exp 2a, sailed solo Oyster Pt-Angel Isl & back/will 1,2,3,6,7.
 Doug Brennan, 35, (530) 674-2258 eves wants 1/prefers 1,2/exp 2b/will 1,2,3,6,7, (avail weekends).
 Don Daniel, 32, (415) 929-9576 wants 1,3,5/prefers 1,2,4/exp 4a/will 5,6.
 Don Krafft, 47, (408) 595-3070, sail@donkrafft.com wants 1,2,3,4,5,6/prefers 2/exp 4, extensive cruising & racing exp., challenge business offshore race training, 2001 Fastnet/will 1,2,3,4,5,6,7.
 Ed Sharp, 31, essharp30@attbi.com wants 1,2,3,4,5,6/prefers 2/exp 4a/will 2,6,7.
 Fritz, 40, (831) 335-4253, railmeat@2n-1.com wants 1,2/prefers 1,2/exp 2c, lots of dinghy dailing as kid/will 1,2,6.
 Greg Harning, 55, (415) 457-7992 wants 1/prefers 1/exp 2c/will 1, 7=occasionally.
 Henning Kather, 38, (415) 290-7921, henning@kather.com wants 1,3,4,5/prefers 2,3=J/105/exp 4/will 2,3,4=some exp,5.
 Henry Mink, 36, (510) 236-2511 wants 1,3,5/prefers 2,5/exp 2b/will 1,2,6.
 Jaakko Meila, 38, (831) 685-2085, teammella@earthlink.net wants 1,2/prefers 1,2/exp 2b/will 1,6,7.
 Jackson Haring, 39, (415) 332-9292, jackson@highroadtouring.com wants 1/prefers 2/exp 2b/will 1,6.
 Jamle Haase, 31, W: (925) 560-2683, H: (925) 560-0675 wants 1,3,5/prefers 2/exp 2b, will 1,3,6,7.
 Jason Ward, 32, (510) 339-6489 wants 1,3/prefers 1,2/exp 2b/will 1,3,6.
 Jeff Angermann, 42, (510) 333-6075 wants 1/prefers 2/exp 4/will 1,6.
 Jeffrey Kim, 32, H: (415) 989-0038, C: (510) 610-1132 wants 1,3,5,6/prefers 2/exp 2c/will 1,2,3,6,7.
 Jeffrey Sharpe, 46, (415) 454-6089, C: (415) 250-3576, cyberkook@earthlink.net wants 1,2,3,4,5,6/prefers 1,2,3=any,4,5/exp between 3-4/will 1,2,3,5=some.
 Jim Wilkerson, 45, (415) 479-5599, jwilkerson@larc.ucsf.edu wants 1/prefers 1,2,3=Js 29, 35 or 105, other/exp 4, former J/24 owner/will 6.
 John Tuma, 42, (510) 366-1476, jtuma@infi.net wants 1,2/prefers 1,2/exp 4a, boat building/will 1,5,6.
 Jung Lee, 27, (415) 333-6667, dj_jungle@funkyteknorite.com wants 1,3,4,5,6/prefers 2,3-Farr 40, any/exp 2/will 1,2,7.
 Justin Jersh, 37, (510) 749-6890 wants 1/prefers 1,2/exp 2b, ASA, Basic Coastal cruising certified/will 1,6.
 Keith Madding, 48, (415) 668-1249, hfarm6108@aol.com wants 1,2,3,5/prefers 1,2/exp 4, USCG Ch. Mate UNL & DDE 400/will 3,4,5.
 Ken Stuber, 52, (916) 240-2361 wants 1/exp 4a,b, other exp=inquire/will 1,2,5,6.
 Kevin Bloomgren, 54, (916) 985-5173 wants 1,2,3/prefers 1,2,4,5/exp 2c/will 1,2,3,6,7.
 Larry Walker, 43, (408) 298-9734, machines99@aol.com wants 1,2,3/prefers 2/exp 2c/will 1,6.
 Leslie King, 48, (505) 984-2190, leslie@leslieking.com wants 3,4,5/exp 3b,4b/will 1,4,6.
 Mark Brewer, 54, (707) 996-9900, brewerm@mdteam.com wants 1,3,4,5,6/prefers 1,2/exp 2c/will 1,3,7.
 Mark Nicely, 40, (415) 922-3868, mcnicely@hotmail.com wants 1/prefers 2/exp 2b, good at showing up/will 1,2,3,6.

RACING CREW

MEN TO CREW — cont'd

Mark Ramsbey, 41, (408) 749-3916, mark.ramsbey@amd.com wants 1,3/exp 3/will 1,3,6,7
 Matt Galland, 36, (415) 783-4587 wants 1,2,3/prefers 2/exp 4c/will 3,5,6
 Michael Daley, 51, (707) 874-1595, michael@pon.net wants 1,5/prefers 1,4/exp 2c, other exp=inquire/will 1
 Michael Ditton, 35, (805) 701-8384 wants 3,4,5,6/prefers 2/exp 2b/will 1,2,3-6=?
 Michael Hartman, 50, (415) 929-8151, mikehartman@sbcglobal.net wants 1,2,5/prefers 2/exp 2b, spent 2 wks in Portugal training for Round-the-World Race, leaves Oct '02/will 1,2,6,7
 Michael Levis, 44, (415) 706-8500 wants 1,3,5/prefers 1,2/exp 2b/will 1,2,3,6,7
 Mike C., 62, lat38list@mgb67.com wants 6/prefers 2/exp 3, 3x to Cabo/will 2,4
 Mike Ralls, 31, (415) 845-7216, underalls@hotmail.com wants 1,3,5/prefers 2/exp 2c, fun & provide beer if necessary/will 3,6,7
 Miles Gravett, 22, (415) 378-1863, milog360@hotmail.com wants 1,2,3/prefers 1,2/exp 2c/will 1,2,3,6
 Murray McLeod, 50, (707) 643-0844, mcleodm@sutterhealth.org wants 1/prefers 1,2,4/exp 4, ex-Thistle skipper/will 1,3,6,7
 Paul Hagen, 36, (415) 203-6810 wants 1/prefers 1,2/exp 2/will 2,3,4,5,6
 Paul Van Kriedt, 60, (415) 331-0464 wants 1/prefers 2/exp 4c, Express 27 & 37, Catalina 36 main sheet, jib trim/will 1
 Pete Howley, 60, (415) 381-5880 wants 1,2,3,4,5,6/prefers 2/exp 2c/will 2,3,4,6

"TO CREW" CODE

I/WE WANT TO RACE

- | | |
|------------------------|---------------------|
| 1) San Francisco Bay | 4) 2002 Pacific Cup |
| 2) Monterey/Santa Cruz | 5) Coastal Race(s) |
| 3) Ocean Series | 6) To Mexico (Nov.) |

I/WE PREFER

- | | |
|------------------------------|---------------|
| 1) Boats under 30 feet | 4) Dinghies |
| 2) Boats over 30 feet | 5) Multihulls |
| 3) Specific class or design: | |

MY/OUR EXPERIENCE IS

- 1) None
- 2) A little: a) Little or no racing, little other sailing experience;
 b) Little or no racing, one or more years of general sailing;
 c) Little or no racing, lots of cruising and/or daysailing
- 3) Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions
- 4) Mucho: a) One or two full local seasons; b) One or two long distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience: _____

I/WE WILL

- 1) Help with the bottom, do maintenance — anything
- 2) Play boat administrator, gp-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

Peter Kacandes, 35, (650) 324-0439, (408) 276-7139, kadyca@yahoo.com wants 1,3,4,5,6/prefers 1,2/exp 4/will 1,3,5,6,7
 Rick Vuillet, 50+, (530) 752-7409 wants 1,2,3,4,5,6/prefers 2,3,5/exp 2c/will 1,2,3,4,5,6, (lousy cook but I'll do it)
 Rob Williams, 50, (925) 288-2377 or (510) 336-9445 wants 1,2/prefers 1,2/exp 3, Tradewinds skipper/will 1,2,3,5
 Robert Hopeman, 33, (510) 390-0520 wants 1/prefers 1,2/exp 2c/will 1,3,6
 Robert Kozlinski, 40, (925) 277-1042

MEN TO CREW — cont'd

..... wants 1,3,4,5,6/prefers 2/exp 3b/will 1,2,3,4,5,6
 Ross Tibblts, 35, (415) 391-1097 wants 1/prefers 1,2/exp 4/will 1,2,3
 Salomon Martinez, 31, (415) 333-1493 wants 1,2/prefers 1,2,5/exp 2, taken Basic Keelboat/will 1,2,3
 Sam Sjogren, 41, railmeat@yoyodyne.com wants 1,2/prefers 1,2/exp 2b/will 1,2,3
 Sean Crotty, 38, (650) 494-6493 wants 1,2,5/exp 2c/will 1,2,3
 Steve Counselman, 45, (510) 865-2433 wants 1,3/prefers 2/exp 3/will 1,2,3
 Steve Klein, 52, (650) 858-2831 wants 3=Catalina,4/prefers 2,5/exp 4a, race/drive J/35 SF Bay, physician/will 1,2,3
 Steve Nelson, 48, (707) 528-1749, trampers@sonic.net wants 1,2,3,4,5,6/prefers 2,5/exp 2b/will 1,2,3
 Tom, 41, (510) 663-8211 wants 1,5/prefers 1,2/exp 2c/will 1,2,3
 Tom Bernard, 28, (415) 823-4101, tom_bernard@yahoo.com wants 1,3,5/prefers 2,4/exp 2c/will 1,2,3
 Ty Lambert, 31, (650) 740-3000, ty.lambert@attws.com wants 1,5/prefers 1,2/exp 2a, fast learner/will 1,2,3
 Woody Repulles, 24, (925) 457-3820 wants 1,4,5/prefers 1,2,4,5/exp 2/will 1,2,6

WOMEN TO CREW ON A RACING BOAT

Annika, 41, annika@infostations.com wants 1,3,5,6/prefers 2/exp 2b, many years boating in Scandinavia/will 1,6
 Barbara, 41, (650) 728-2462, winchwench1@yahoo.com wants 1,2,3,4,5,6/prefers 2/exp 4a,b,c/will 1,2,3,6
 Beatrix Taumann, 31, (415) 642-5488, beataumann@yahoo.com wants 1/prefers 1,2/exp 2
 Christline Weaver, 43, (415) 383-8200 x103, chris@latitude38.com wants 1,2,3,4,5,6/prefers 1,2,5/exp 4b,c/will 2,6
 Jan, 52, (510) 482-3042 wants 1,3,4,5,6/prefers 2/exp 4/will 1,2,6
 Jenny Bjork, 50s, (415) 209-6520 wants 1,3,5/prefers 1,2/exp 2c=own/sail Soling in Carib/will 1,3,4,5,6 (inquire)
 Kasla Grisso, 34, (510) 524-2054, kgrisso@earthlink.net wants 1,prefers 1,2/exp 2c/will 1,2
 Lisa, mimulus62@hotmail.com wants 1/prefers 1,2/exp 2b/will 2,3
 Marni, 35, (415) 235-6752, pvtchet@earthlink.net wants 1,2,3,4,5,6/prefers 2,4,5/exp 3, professional chef/will 1,2,3,6
 Marian Maravilla, 30, m.maravilla@sap.com wants 1/prefers 3-Swan/exp 2b, Rolex races/will 1,2,3,6
 MJ, 35, (510) 839-9456, mail@mjbaw.net wants 1,2,5,6/prefers 1,2,4,5/exp 2b/will 1,2,3,6
 Ollie, 55, ocdraymd@aol.com wants 1,6/prefers 2/exp 2c/will 1,2,3,6
 Pam Phillips, 47, (650) 432-3281 wants 1,2,3/prefers 1,2/exp 3b, SoCal race exp. only/will 2,3,6
 Rene Canham, 40, renecanham@earthlink.net wants 3,5,6/prefers 2/exp 4a,b,c, own Cal 3-30/will 2,3,4
 Rhonda Spencer, 35, (510) 594-1642 wants 1,2/prefers 1,2/exp 2b/will 2
 Susan Brooks, 50, W: (650) 964-8901, fmayolaw@aol.com wants 2,3,5/exp 3-inquire/will 1,2,4,5=little to some ex
 Susan Hufford, 46, (650) 483-5950, susanhufford@aol.com wants 1/prefers 2/exp 4/will 1,2,5,6
 Theresa, 35, breebsc@yahoo.com wants 2,3,5/prefers any/exp 2c,3b/will 1,3,6

COUPLES TO CREW ON A RACING BOAT

Ralph Holker & Carol Hochberg-Holker, 70/66, (510) 666-8496 want 1,6/prefers 2/exp 3b, 20 yrs east coast club & ocean racing/will 1,2,3,4,5
 Tom Schnorr & Vicki Bell, 45/44, (510) 290-1554, vicki@bellmotel.com want 1/prefer 1,2/exp 3b,16 yrs racing Galveston Bay, then sailed sq. riggers/will 1,2,3,4,5
 want 1,3,4,5,6/prefer 1,2/exp 4abc/will 1,3,5

RACING BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Bob Naber, 45, (510) 769-0309, hobie33bob@aol.com, Kantola 38 trimaran plans 1,2,3,5,d/wants 1,2,3,4,5/races
 Chris Dodd, 58, (925) 689-2245, chrisdodde22@yahoo.com, Etchells Int'l o design-30'6" plans 1,8=possible NA/Long Beach,a,b,d/wants 1,2,3,4,5/races 1
 Chris Gage, 40, (831) 657-0494, centralcoastonline.net/crew or cgageambay.n Express 27 plans 2,a,b/wants 1,5/races 1

"WANT CREW" CODE**I/WE PLAN TO RACE**

- | | |
|-------------------------|----------------------------|
| 1) San Francisco Bay | a) Handicap |
| 2) Monterey/Santa Cruz | b) One Design |
| 3) Ocean Series | c) YRA season |
| 4) 2002 Pacific Cup | d) Specialty events |
| 5) Coastal Race(s) | and/or occasional YRA |
| 6) Mexico Race(s) | e) Beer Cans |
| 7) Baja Ha-Ha Cruisers' | f) Anything and Everything |
| Rally (November) | |
| 8) Other | |

I/WE WANT CREW

- Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- With at least one full season of racing experience
- With more than three years experience
- Willing to do occasional maintenance/repairs
- Willing to do occasional lunches/galley duty

I/WE RACE

- Casually. Winning is nice, but let's keep it fun
- Pretty seriously. Why else make the effort?
- Very seriously. I/we don't like to lose.

MEN LOOKING FOR CREW — cont'd

- Curtis King, 49, (707) 484-1080 or (707) 571-7552, Wylie 39 plans 1,3,a,c,e,f/wants 1,2/races 1,2.
- Dale Scoggin, 35, (415) 771-0960, dalescoggin@aol.com, Olson 30 plans 1,a,b,c/wants 3/races 3.
- Glenn Andert, 48, (650) 279-6106, Nelson/Marek 56, Learjet plans 3,4,5/wants 3/races 1.
- Gordon or Todd Smith, 58/30, (415) 334-6557, J/35 plans 1,b/wants 3/races 3.
- James Fair, (650) 967-6207, Merit 25 plans 1,b/wants 1/races 1,2.
- Jeff Jamieson & Matt Jamieson, 37, 35, (415) 850-1212 (Jeff cell), (510) 453-7873 (Matt cell), jeff@jamiesons.com, matt@jamiesons.com, boat: <http://www.jamiesons.com/S35>, Santana 35 plan 1,b,d,e (Richmond YC)/want 1,2,6(do you know the foredeck?ha-ha),race 2.
- Jim Wallis, 43, (530) 795-4076, hygieia@compuserve.com, Custom 50-ft plans 3,8=Vallejo based,d,e/wants 1,4,5 (beginners welcome)/races 1-2.
- John, 54, (408) 741-0880, lat38col36@netzero.net, Columbia 36 plans 1,8=SBYRA, a/wants 1/races 1.
- Joseph C. Melino, 62, (408) 275-1955, jcmelino@pacbell.net, Antrim 27 races 1,b,c/wants 2,3/races 2.
- Joshua Grass, 31, (510) 237-8604, jagrass@pacbell.net, Express 37 plans 1b/wants 2/races 2.
- Mike Borgerding, 54, (925) 228-2193, Triton 28 plans 1b/wants 1/races 1.
- Mike C., 62, lat38list@mgb67.com, Cal 34 plans e/wants 1/races 1.
- Phil Baldwin, 50+, (831) 479-8421, Wilderness 30 .. plans 2,a,d,e/wants 2/races 2.
- Richard Calabrese, 45, (415) 285-0559, Olson 30 plans 2,3/wants 1/races 2.
- Steve Klein, 52, (650) 858-2831, J/35 plans 1,a,b=mainly,c,e/wants 3,4/races 2.
- Vern Zvoleff, 54, (510) 237-1449, J/35 plans 1,8=few ocean races,a,c/wants 1/races 1.

COUPLES LOOKING FOR RACING CREW

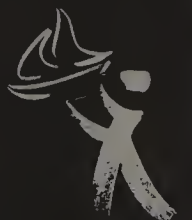
- Jeff & Leslie Edmonds, 34/33, (707) 794-1260, Islander 36 plans 1e/wants 2,5/races 2.

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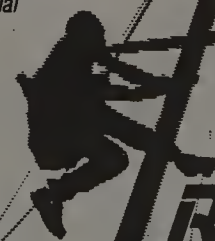
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MAX EBB

How do I always get myself signed up for these things?

Maybe if I had been in the military, I'd know not to volunteer for anything. But now I had to make good on my offer, many months back, to be one of the inspectors for the race to Hawaii this summer. Well, at least I had the good sense to stipulate that I would only do the boats in my own marina, so this year it wouldn't involve driving all over creation.

The boat up for inspection was a big ultralight that had done the race a couple of times before. "This shouldn't be too hard," I thought to myself as I walked down the gangway to the guest dock, imagining all the major equipment items that would have been approved two years ago and would most likely still be in place. To make things even easier, the letter sent to all the race entrants was very clear about how the boat was to be prepared for inspection: Lockers open and floorboards up to expose thruhulls and fuel valves; enough water in the bilge to demonstrate the operation of the manual pumps; storm sails bent on; all required loose items on display; emergency rudder deployed and ready to demonstrate.

One of the crew was feeding the storm trysail into the mast groove. Wait a minute, that was no ordinary crew — that was Lee Helm. And for once, I had spotted her before she had been able to surprise me.

That changed everything. The emergency rudder was nowhere to be seen, and I had a hunch that this crew had not given too much attention to that part of the project. After all, this was a big and well-built race boat, and the class had an excellent service record in a large number of race crossings. And, my instructions encouraged me to ask for an on-the-water demo of the emergency rudder. Suddenly I was beginning to think that this was going to be fun.

"Good afternoon," I said as I hove up by the main shrouds, ready to hoist myself aboard. "I'm your race inspector."

"Kewell!" exclaimed Lee. "We're like, just getting the trysail up now. It's an extra high performance trysail, the latest new design."

I noticed that it had a sail number right along the foot on the starboard side, but not on the port side. And it was made

of Kevlar and had two long battens. Clearly I was looking at the top half of an old main, and not at a built-for-purpose storm trysail.

"We trim it to the spinnaker lead blocks," Lee explained as she ran one of the sheets aft. "Works great."

I climbed aboard, then pulled out my reading glasses in order to consult the little book titled "Safety Recommendations for Offshore Sailing" issued by US Sailing and the Offshore Racing Council: "Let's see," I read from the book: "No headboard, no battens, no Kevlar, sail number must be on both sides. And maximum area 17.5 percent of mainsail area. Ahem..."

"You win, Max, I guess we'll have to fix this. Geez," she muttered under her breath, shaking her head. "I told the owner this would never fly."

"It does look fast for a trysail, though."

"For sure," she answered. "and I still think it's better than a 'real' trysail if you actually have to sail off a lee shore in a storm."

"But maybe not for an offshore blow," I reminded her. "Here, look at this photo. It comes with the inspection documents, to give to owners who aren't taking the storm sails seriously."

I showed her the satellite picture of a near hurricane, right on the race course a couple of years ago. Some of the tail-enders had been caught right in the middle of it.

"Awesome!" she gasped. "And like, this was like, at the end of July? Who woulda thunk..."

Everything else on deck seemed to be in order. They even

passed the often-problematic lifeline tension test, deflecting less than two inches under an 11 pound side load.

But the hatch boards didn't have that fancy lock that can be opened or closed from inside or outside.

"The only thing on our list we didn't get to," said Lee apologetically.

"Well, you know what the simple solutions are," I said, thinking of the pins



on lanyards that can be pushed in or pulled out from either side. "I'm sure your crew can have it working before this inspection is over."

"Ow, you're being tough today. Okay, sure, no prob."

I continued checking off all the required items down below while Lee consulted briefly with the owner and another crew who had been busy trying to diagnose a problem with the refrigerator. The three of them got to work right away on a better hatch lock. Ten minutes later, working to the sound of a saber saw, I had checked off another page on my list. "Done!" announced Lee as she brushed sawdust out of her hair.

But instead of the pins on lanyards that I expected to see, there was the same old hatch hasp. The only difference was a four-inch diameter access port in the top hatchboard, and a small snap shackle that replaced the lock in the hasp.

"Broken rudder drill!" I shouted.



A smaller version of the emergency rudder showing setup (above) and use (inset). Right, how Lee's emergency rudder setup would look on a Santa Cruz 52 using tubing the size of spinaker poles.

"All we have to do to work the latch from inside," explained the crew, "is unscrew the access port and reach through."

"I suppose it meets the requirements," I said, checking off the appropriate line on my list.

Lee then showed off a few more safety items and ship systems that I hadn't been able to find by myself. The crew demonstrated that both manual bilge pumps could really pump water, and we were almost done.

"Second water tank?" I asked. "I can only find one. The rules say you need two."

"We're required to carry 15 gallons per person times 8 people, for 120 gallons," Lee said as she opened a locker behind the starboard berth revealing a huge stack of half-liter bottles of spring wa-

ter. "There's 60 gallons in the main tank, and 60 gallons — actually 240 liters which is a little bit more — in these bottles. And," she boasted, "you will note that we bought the square bottles, not the round ones, so they stack at a higher density."

"But according to the book, you need two tanks," I said again, squinting to focus on the tiny print. "But I'll let you go this time. I've heard too many horror stories of critical fresh water being lost due to piping failures or mismanagement, because of the difficulty of keeping track of how much is left in the tanks."

"Like that boat I was on back in '82," interrupted the crew as he climbed back under the refrigeration gear, "when a novice crew thought it was just fine to wash her hair with fresh water every day. We drained the first tank in three days. Thought we had a leak but couldn't find it. We were almost halfway through the second tank before we figured it out. It was a thirsty race from there on."

"I had a leaky water faucet one year,"

added the owner, "and the pressure pump got switched on by mistake. It was too noisy to hear the pump running, and we lost a whole tank in one night. Fortunately, that was just a race down the coast. So I don't trust water tanks for lots of reasons."

"Agreed," I said. "This locker full of bottles is probably the most reliable way to carry and keep track of drinking water. But for the 'letter of the law,' get one of those two and a half gallon jugs with the built-in tap, and tie it down on the galley counter overhanging the sink. We'll call that your second tank."

"As good as done," said the owner.

"Like, I was sure you would see it our way," said Lee.

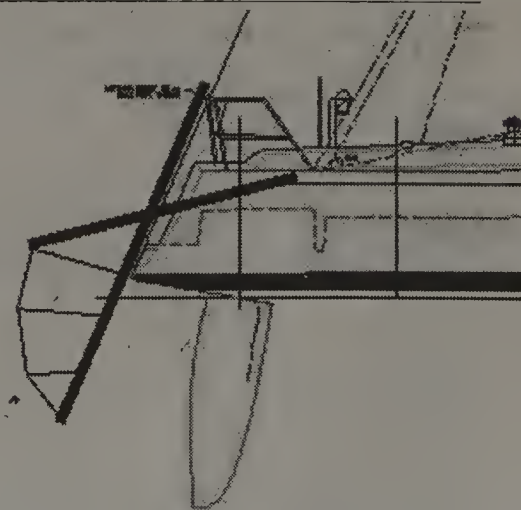
"**N**ow for the real fun," I said. "Let's go out on the Bay and see how your emergency rudder works. You can close up the floorboards and lockers and we'll motor out of the marina."

"Don't I get to put the rudder on first?" Lee asked.

"Are you going to be able to 'put the rudder on first' when you're a thousand miles from land?" I sneered. "I'd rather see you deploy the rudder out in the Bay."

"For sure," Lee smiled back, as if this was exactly the challenge she had been planning for.

We left the trysail and storm jib up, just to show off how salty they looked, but there wasn't enough breeze for them to have much effect. When we had reached open water, I asked the owner



to center the rudder. He confirmed that his mark on the king spoke was accurate, so when the wheel was in the neutral position I clamped down hard on the wheel brake.

"Broken rudder drill!" I shouted.

"Let me know if we're about to hit anything," said the owner as he throttled

PHOTOS AND ILLUSTRATION: MAX EBB

back to a fast idle and went below to help Lee get their emergency steering gear.

I hadn't noticed a big rudder blade stowed anywhere below, so I had assumed it was stashed under one of the bunks. But instead of a rudder blade, what emerged from the cabin were a couple of spars that looked like parts of old broken spinnaker poles, a few coils of rope, and a sailbag.

"Are you timing this?" asked Lee as she crossed the two spars over each other at pre-marked locations and started to lash them together using what she explained was a Hawaiian outrigger style rigging method.

I looked at my watch and nodded.

"Cotton shrinks up for a tighter lashing," she added, "but I prefer a thin aramid for this kind of lash-up. As long as you do the frapping turns correctly it's pretty secure."

Then she took a small but very heavy sail out of the sailbag, and slid what looked like a luff sleeve over one of the spars. The sail was made out of cloth as heavy as the storm jib, but with two full-length battens in it. Was this really what it looked like it was?

"Salt water is 850 times as dense as air," she noted. "So like, since dynamic pressure is V-squared, one knot of water speed is the same as 29 knots of wind. At five knots, it's as if this thing has to work in 145 knots of wind."

"That's a lot of wind for any sail," I said.

"Fabric covered airplanes do all right," she noted. "As long as there's no flutter. And like, underwater luffing could be really bad news. So far we haven't had a problem."

As she spoke she rigged up the outhaul, the downhaul, and a boom vang of sorts that spanned from the base of the upside-down "mast" to the aft end of the "boom." All the time our boat was meandering off to a beamy broad reach, and starting to roll a little uncomfortably in the afternoon chop with only the storm canvas to stabilize it.

Then she uncoiled two long lines that were lashed around the rudder's mast, and led each of them through padeyes on the transom. These padeyes, apparently, were what passed for the lower gudgeons. Two more lines, these much

lighter, led to another pair of smaller rings on the upper stern rail.

"Not much load on the top gudgeon,"

she said as she positioned the whole mess to slide over the stern, "as long as there's a lot of separation between the upper and lower sets."

When everything was ready the owner heaved in on one of the lines that

went through a bottom gudgeon padeye, while the crew pulled on the top gudgeon lines. Lee kept things from getting snagged as the sail and spars went overboard, and then took up slack on the other bottom gudgeon line. When they were all secure she grabbed the forward end of the boom/tiller.

"Where to, Max?"

"Let's see a 180 to the left," I said.

The boat turned slowly, but eventually came around to the desired course.

"It's hard to turn with the big rudder pinned amidships like that," Lee complained. "But it would probably be worse if the main rudder were free. I mean, there's always enough friction in the steering gear so the rudder doesn't really stay neutral — it tries to steer one way or the other depending on the direction it was turning last."

We maneuvered around for a while, and it was obvious that the rudder worked at least as well as anything else I had ever seen demonstrated for this purpose. The tiller forces were pretty high, though, and Lee explained that it would probably end up being controlled by steering ropes and some blocks or winches if it had to be used for any length of time.

"I think if we were using this in anger," explained the owner, "we'd remove the pedestal completely to make room for a longer tiller."

"I've seen enough," I said after a few more slow circles. "we can head for home."

But instead of unrigging the contraption and unlocking the wheel, they decided to use it all the way back to the marina.

"Let's see if we can steer into the berth with it," suggested Lee.

As we motorsailed back to the harbor, I asked Lee why she didn't go with a conventional rudder blade for emergency steering.

"Because this is lighter, cheaper, easier to build, and better," she answered.

"I can see lighter, cheaper, and easier, Lee, but better?"

"Think area for directional stability, Max. Modern boats with high aspect-ratio fins rely on their rudders for directional stability, not just for steering. Break off the main rudder blade, and you need to put back a reasonable amount of area to make it controllable again. And like, this is something you can't easily test for in advance except on boats with removable outboard rudders. I mean, I sure wouldn't want to have to steer a big boat with a deep sliver of a fin using one of those little store-bought blades if the main rudder was completely gone."

I wasn't sure if I really understood the difference between "steering" and "directional stability," but I knew enough not to ask Lee for an explanation without more time to kill and more caffeine to drink.

"The other reason this is better," said the owner of the boat, "is because if it breaks, we can fix it with parts on board. A thousand miles out, I won't think twice about hacking up my spinnaker poles if we need to replace a broken spar in this rig."

"And we have all kinds of repair tape for the sail," added the crew.

"Point is," said Lee, "there's no reason for an emergency rudder to be a high-lift, low-drag affair like a foil-shaped rudder blade. It can be draggy and inefficient, but it has to be deployable and it has to work."

"Are the spinnaker poles strong enough?" I asked. "Looks like you've got some extra material pop-riveted on there."

"As a rule, no," she answered. "That's why we doubled up on the wall thickness around the points of maximum bending moment near the lower gudgeon and the gooseneck. We couldn't find aluminum tubing in telescoping sizes, so we just slit another piece of the same size tube and slid it over. Still, the theory says it's still a little short of being able to handle full side load at full speed. So like, you have to be careful to limit the boat speed or the tiller load with this design."

"Couldn't you make it stronger by adding shrouds?" I asked.

"Modern boats with high aspect-ratio fins rely on their rudders for directional stability."

"For sure. That's how I started the design, actually. But like, it got way too complicated, and it was easier to just add the doublers. Carbon spars would be the way to go if you wanted to do it right. You could also build in a bigger luff pocket, and fill the extra space in the pocket behind the spar with a foam wedge to fair in the mast. That would reduce the chance of flutter if you hit a critical vortex-shedding frequency at high speed."

"Yeah, I guess it would," I said blankly.

Meanwhile, we had slowed down for the final approach to the dock. The approach was good, but the last turn was going to be tricky. Lee had the emergency rudder hard over and was pushing on it as hard as she could, but the boat just wanted to track straight with that big main rudder locked on centerline. The stern of a cruising ketch in the next berth was about to occupy the same space as our bow.

"Okay, I give," she gasped. "Let off the brake!"

I twisted the brake knob to release the wheel, and it spun around to allow the main rudder to match the angle of the jury rig rudder. The boat responded right away, and we slid into the berth.

"Cheated death again!" said the crew.

"Any docking you can walk away from is a good docking," Lee sighed.

I noted the trysail deficiency on the paperwork, and suggested some dates when the boat could be brought around for me to see the proper trysail in place

on the mast.

"Won't it be enough for a sailmaker to verify that a new sail was made and delivered?" asked the owner. "I hate to have to schedule another inspection."

I thought for a second. "Okay, if I choose the sailmaker, and if you email me a photo of the new sail bent on the mast of this boat."

"It's a deal," he agreed eagerly.

I signed the form, and then pulled out my last inspection trick — a bag of party favors.

"This is for you and all your crew," I said. "You only get them because the boat was so well prepared."

What I had given him was eight little disposable key-ring flashlights. "Attach one to the zipper of each crew's seabag," I explained. "That way they can find stuff in the dark without using a big flashlight or turning on the cabin lights."

"Well thanks!" he said. "Make sure I buy you a drink in Hawaii."

"I'm not in the race," I said, "but I might end up going over there anyway to help out with race committee functions."

"Oh, come on," said Lee. "Even an old guy like you can get a ride, if you schedule the time for it now."

"I don't know, Lee. I heard that crew spots were in very short supply."

"Fact is, I don't have a ride yet for sure either," said Lee. "I'm just the boat nanny for this boat, and that got me as far as alternate crew status in case there's a drop-out. But like, a couple of days before the race there are always things that open up. You know, someone's back goes out, or someone has a melt-down at work. That's when all the people who

signed up on the crew list months in advance have already made other plans. So if you want to go, lock in the vacation dates and buy your return airline ticket. And whatever you do, don't plan anything else 'till all the boats have started."

"It's worth a thought," I said.

"And like, the best part is that when you come in at the last minute, you miss all the work parties!"

"On the other hand," I said, "you probably don't have much to choose from."

"I could end up on a dorky old cruising boat," said Lee. "But like, a ride's a ride."

"Actually, I think I could enjoy doing this race on a big heavy cruiser," I remarked.

"Trouble is," said Lee, "with the limit on the number of entries, most of the boats are repeat racers. Fewer wine-cellar boats and fewer first-timers. Unfortunately, those are the ones most likely to need last-minute crew. Which is, like, all the more argument for increasing the size of the entry list, if we want to preserve the character of the race as an event that's open to people making their first offshore passage. I mean, this is the one segment of sailboat racing that's still in a growth phase, and I don't think the race organizers put anywhere near enough energy into making it possible for it to keep growing."

While Lee continued her rant about the entry limit, I glanced down at my list of other boats to inspect. Despite Lee's characterization of the fleet, I was scheduled to inspect at least two boats that would definitely qualify, according to Lee, as "wine cellar boats."

Time to call the travel agent.

— max ebb



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with Ted Moores

■ **Oct. 14-19 • FUNDAMENTALS OF BOATBUILDING**
with Larry Murray

THE RACING

With reports this month on **ten local midwinter races**, a well-attended **J/105 rules seminar**, a brief **Puerto Vallarta Race** preview, the **Miami OCR**, and the usual assortment of random **race notes** at the end.

Farr 40 Midwinters

An estimated 80 sailors enjoyed the second installment of the new Farr 40 Midwinters, held off the Berkeley Pier on February 2-3. Matt Jones orchestrated the racing for the six boats in attendance, which included *Peregrine* — first of the five boats out of KKMI after the late-November land broaches — and *Ol' Farrtz*, whose crew commuted down from Vancouver again to defend their January title.

"Saturday was a little iffy, but Sunday was a great day — sunny and perfect wind," reported Jones. "We got in three light-air races on Saturday, with *Shadow* winning daily honors. The next day, we had three really good races and it was *Peregrine's* turn to win. Everyone was having so much fun on Sunday that we had three more practice starts after the racing was over!"

The series continues on the yyyfirst

SDYC's Yachting Cup (May 4-5), Cal Cup (May 17-19), LAYC Watts Cup (June 1-2), and North Sails Race Week/Farr 40 PCCs (June 28-30).

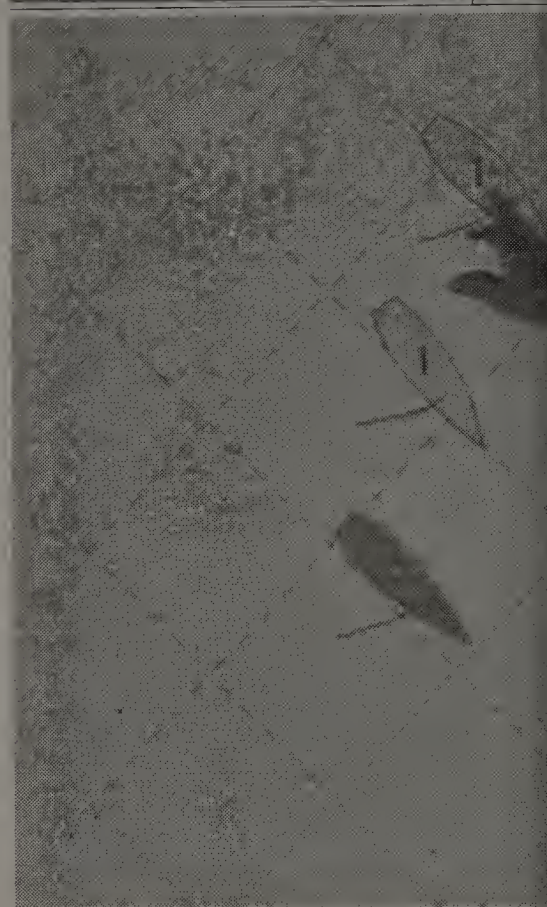
Cumulative results of the Farr 40 Midwinters after four days of racing follow:

1) *Shadow*, Peter Stoneberg, 8 points; 2) *Ol' Farrtz*, Bob Wolfe, 9; 3) *Non Sequitur*, Tom Thayer/Dick Watts, 15.5; 4) *Peregrine*, David Thomson, 16; 5) *Blue Chip*, Walt Logan, 16.5; 6) *Astra*, Mary Coleman, 19. (6 boats)

J/105 Rules Seminars

The guy who wrote the book, the judge who rules by the book, and the sailor who used the book to win three Olympic medals — not a bad cast of speakers for the first (of two) Rules and Tactics Seminars put on recently by J/105 Fleet One.

Dick Rose — former University of Washington professor, rules columnist since 1984, sailor extraordinaire, and



Dick and his fellow speakers — Mark Reynolds, Tom Roberts, and a panel of top owners — that none of the 110+ attending J/105 (and a handful of J/120) sailors left to go play on the Bay.

Dick explained the philosophy and thought process that was behind the 1997 revision of the RRS and grouped the rules into three general rules categories, which made everything much easier to understand. Have you ever heard of boats on the race course being compared to cars on a residential street? We did, and the comparison sticks.

Notes and quotes from Dick's presentation:

"All rules are applied in pairs."

"Remember, you can only hit one boat at a time."

"Sailing is not a contact sport."

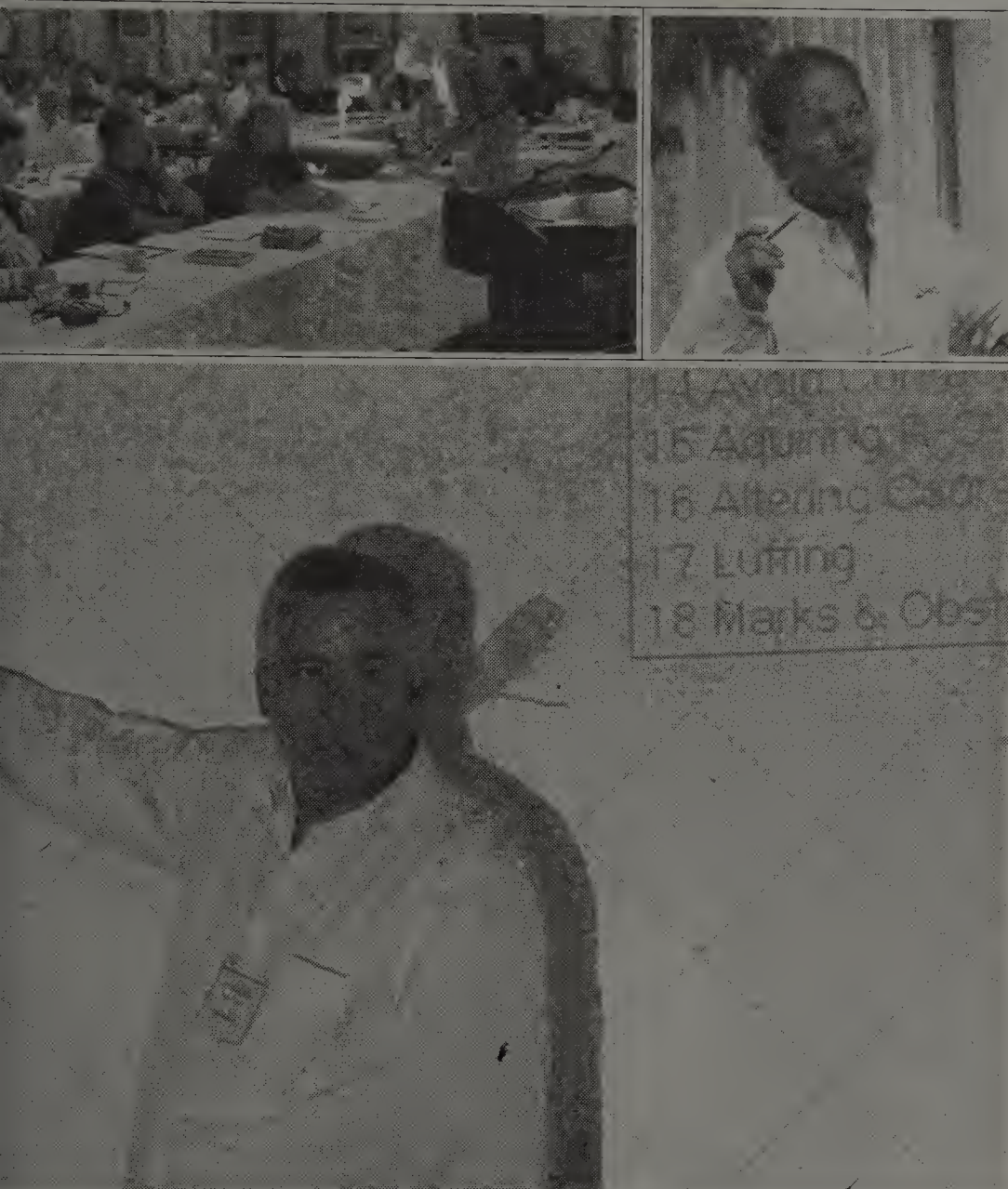
"Sailing is not chess. There is no check-mate."

Best midwinter racing on the Bay? The Farr 40s went at it again on February 2-3, with 'Shadow' and 'Peregrine' winning daily honors.

weekend of March and April. Soon after that, the local Farr 40 fleet will migrate to Southern California for the first half of their West Coast Championship series —

senior member of the U.S. delegation that rewrote the *Racing Rules of Sailing* in 1997 — was the keynote speaker at the first seminar, held at St. Francis YC on Sunday, February 10. Since the day was a glorious one, and the view from the clubhouse was spectacular, it is a tribute to

LATITUDE/ROB



Back to school — Spread, local judge Tom Roberts was one of the speakers at the first of two J/105 Rules Seminars. Inset, from left — Star god Mark Reynolds and local hero Phil Perkins also spoke; rules guru Dick Rose in front of the class; Norman Davant moderated the day-long event.

"If you cross someone on port and make it close, you put yourself at his mercy."

"If you round up, you are responsible for your actions."

"About to 'round a mark' is defined by the conditions, not two boatlengths from the mark."

Three-time Olympic Star medalist and two-time Star world champion Mark Reynolds spoke next. Mark took the group from the starting line, through the weather mark, around the leeward mark (or gates) to the finish, stressing conservative tactics and staying out of trouble. "Give the other guy the benefit of the situation, and get him on the next leg," he said. Mark stressed the importance of knowing your competitor, and under-

standing that a stockbroker from a small country who bought a boat to compete in the Olympics must be treated differently than the current world champion. Give the stockbroker lots and lots of room everywhere on the course.

Local Senior Judge Tom Roberts completed the formal presentations with cases taken from actual J/105 protest hearings. We repeatedly saw the importance of avoiding situations, the need to be aware of the entire race course, and the fact that sailing conditions dictate what you can and cannot do. Significant time was spent on leeward gates, overlaps, and when a boat is 'about to round' the mark.

The seminar concluded with a panel of three top J/105 skippers from the 2001 season sharing their winning tactics:

Phil Perkins (*Good Timin'*) — "We try to use a hole to leeward at the start to have speed at the gun rather than position on the line without speed. This allows us to nose out in the first few minutes, get clear air, and then have the ability to go to the favored side of the course."

Jeff Littfin (*Wind Dance*) — "We also try to sail conservatively. We try to keep the big picture in mind and plan ahead two or three moves so that we have a clear lane with clear air going to the side of the course we want. A lot of times we won't press our rights boat-on-boat in order to be in a better overall fleet position. Once you get in the top group, you don't have to worry about single boats as much as separating from the fleet. There is plenty of time later to work on the boats around you"

Peter Wagner (*Nantucket Sleighride*) — "We try to sail conservatively on the first leg and a quarter. We try not to win the first leg, but to be in the top five. From there, we feel we can pick up one boat per leg. By being in the first group, we can stretch out from the fleet. We try not to make big mistakes because where you are going down the first downwind leg is pretty much where you will finish. We are also most proud when we recover from disaster, going from 30th to 8th or 9th."

Attendees were reminded to complete the take-home 'open book' exam and turn it in for scoring at the next seminar on Saturday, March 30, which will feature Connecticut-based rules guru Dave Perry as the speaker.

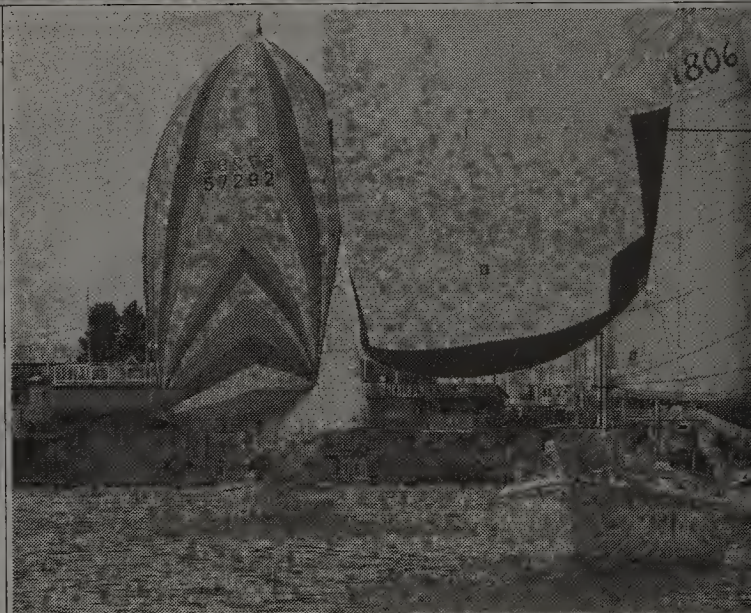
Dave Tambellini, Fleet One Captain, closed the seminar with sincere thanks and recognition of Norman Davant and Jeff Thorpe of Quantum Sails, Don Trask of Sail California, and Anika Leerssen, race coordinator at StFYC. This seminar could not have been held without their financial support, organizational skills and hard work.

— jaren leet
J/105, Irrational Again

OYC Sunday Brunch Series

Oakland YC's 12th Annual Sunday Brunch Series continues to be a popular "after church, before dinner, and to-hell-with-football" activity. Forty boats race full-time and four or five others come out for fun on a one or two time basis. There are five races, every other week starting the first Sunday in January. Racers generally come early, have a big brunch with crew and friends, race, and then return to the club for more lies and adult bever-

ALL PHOTOS EDEN KIM



ages.

Light winds and beautiful days are the normal fare. Occasional gusty, rainy days spice things up. Courses are pretty much windward/leeward because of the Estuary's geography. (OYC does have one reaching leg — it's about a mile long, but the wind has to be right to use it.) Most Bay sailors prefer 30 knots, teeth-chattering cold and a steep chop all the time, but the Estuary racers seem able to

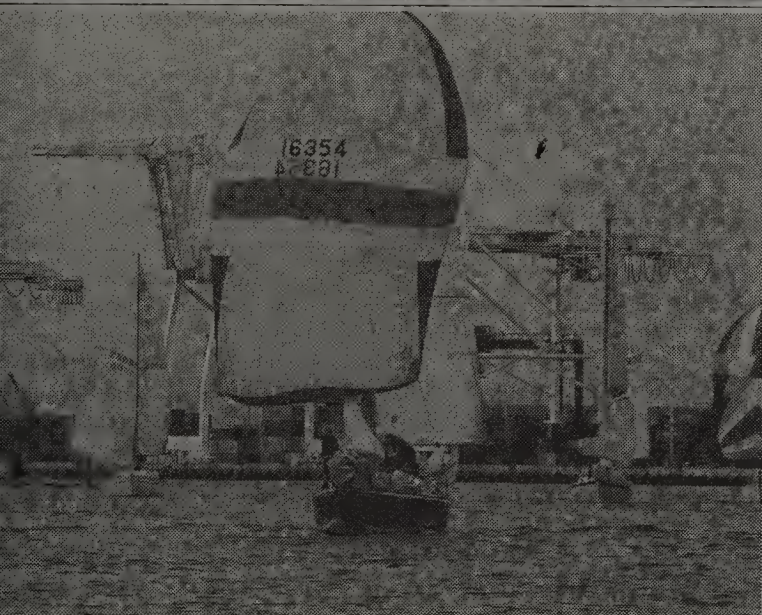
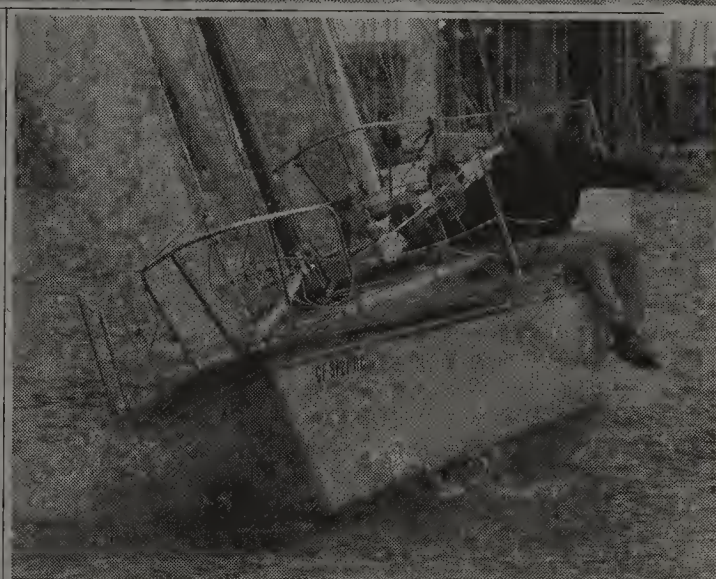
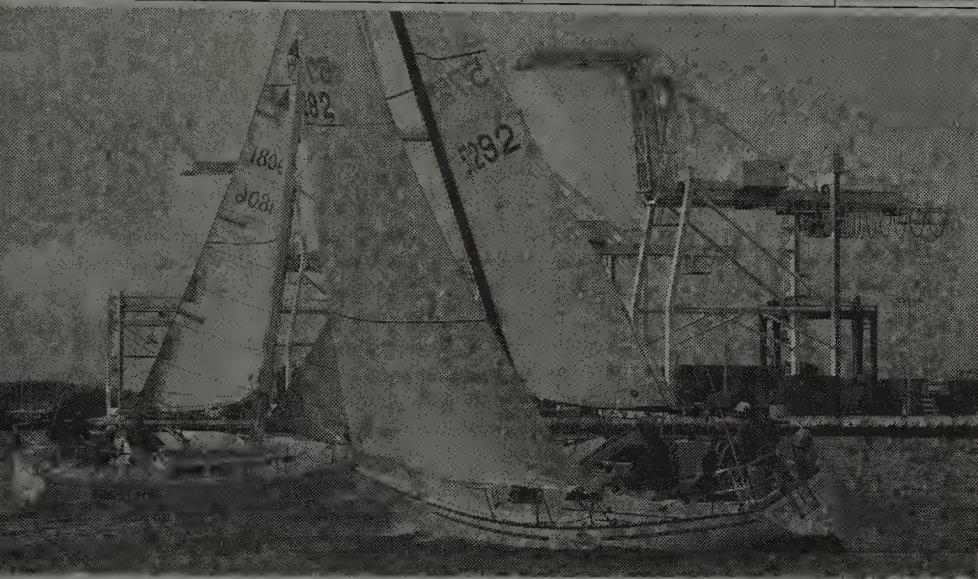
Scenes from OYC's Sunday Brunch Series; top row, left to right: — The Santana 30 'Snow Goose' tries to hold off her competition; Joe Antos of 'Wet Trash' glides past Scott's; the Kiwi 29 'Morning Dew' catches a healthy gust; keeping a low profile aboard 'Three Sigma'. Middle row, (l to r): Working

handle their disadvantaged conditions.

If you haven't tried the Estuary, you should — it's a tactician's dream. In a 4-6 mile course, you get a minimum of two spinnaker sets, plenty of tacking, wind shifts, many opportunities to pick the wrong side of the course and you're always very close to other boats. Think of

the Cityfront in flood tide with variable winds, but without foul weather gear and hernias.

The first three races of the 2002 season were held in typical Estuary conditions — light winds and T-shirts. The fourth race, held February 17, started like it might be another beauty, but Mr.



the winches aboard the class winner, 'Lelo Too'; F-27s working to windward; cross tacking beneath the mechanical monsters. Bottom row (l to r): Rui Luis of Rooster Salls on a 'busman's holiday'; splnaker parade over flat water; Santana 22s ghosting toward the mark. All photos Latitude/andy.

Weatherman changed his mind 15 knots worth and made the day very interesting. It was a good afternoon for the more traditional boats, who have been watching the sport types horizon them in light weather.

To date, racing has been close. After four races, only one boat is close to a lock as series winner. The venerable level

'180ish' (Catalina 30, Newport 30, etc.) fleet is really competitive with only one boat having more than one bullet. Cumulative results after four races follow, with one throw-out factored in.

— *george gurrola*

DIV. I-A (0-131) — 1) **E-Type**, Express 27, John

Drewery, 4 points; 2) **Tortuga**, Santana 30/30, Steve Hutchinson, 5; 3) **Rocinante**, Express 34, Rob Magoon, 8. (7 boats)

DIV. I-B (132-173) — 1) **One Moore**, Tom Wondolleck, 4 points; 2) **Noble Lady**, Jeanneau First 305, Gary Massari, 7; 3) **Vitesse**, SC 27, Grant Hayes, 10; 4) **Tamarin**, Sabre, Jay Chase, 11. (12 boats)

DIV. II (174-189) — 1) **Lelo Too**, Tartan 30, Emile Carles, 4 points; 2) **Irish Lady**, Catalina 30, Mike Mahoney, 6; 3) **Snow Goose**, Santana 30, Ted Mattson, 7. (7 boats)

THE RACING

DIV. III (190-up) — 1) **Pathfinder**, Ariel, Ernie Rideout/Ed Ekers, 3 points; 2) **Dominatrix**, Santana 22, Heidi Schmidt, 9. (6 boats)

DIV. IV (Columbia 5.5) — 1) **Wings**, Mike Jackson, 3 points. (2 boats)

DIV. V (multihulls) — 1) **Sea Bird**, F-27, Rich Holden, 4 points; 2) **Wingit**, F-27, Ray Wells, 6; 3) **Three Sigma**, F-27, Chris Harvey, 8. (7 boats)

Lewis; 3) **Twist**, Timo Bruck. (6 boats)

J/105 — 1) **Whisper**, Eden Kim; 2) **Nirvana**, Raja Singh; 3) **Orion**, Gary Kneeland; 4) **Bald Eagles**, Randy Paul/Dave Liggett; 5) **Wind Dance**, Steve Pugh; 6) **Arbitrage**, Bruce Stone; 7) **Horseplay**, Richard Parker; 8) **Larrikin**, Stuart Taylor; 9) **Hazardous Waste**, Sack et. al.; 10) **Jabberwocky**, Brent Vaughn. (22 boats)

4) **Rum Tum Tugger**, Hunter 35.5, Bob Campbell. (8 boats)

PHRF-IV (153-197) — 1) **Whitecap**, IOD, Tom Allen; 2) **Eyrie**, Hawkfarm, Tom Condy; 3) **Hot Chocolate**, Newport 30, Joni Nicholas; 4) **Chorus**, Kettenburg 38, Peter English. (8 boats)

PHRF-V (197-up) — 1) **Perezoso**, Excalibur 26, Phil Macafee/Laurie Davis; 2) **That's Right**, Coronado 25, Katherine Wheatley. (5 boats)

Alameda YC Midwinters

"Just another great day on The Creek," reports race chairwoman M.L. Higgins of Alameda YC's fourth midwinter race on February 10. "We had a big ebb and light winds at the start, but the breeze filled in nicely as the day went on."

Twenty-two boats enjoyed the nice weather, with the same skippers popping up in the winners' circle except in the Columbia 5.5s, where the 'girls' beat the 'boys' this time around.

The series concludes on March 17, which happily coincides with one of the great universal excuses to party — St. Patrick's Day.

DIV. A (0-138) — 1) **Don Miguel**, Melges 24, Mike Rettie; 2) **Rascal**, Wilderness 30 mod., Rui Luis; 3) **Wile E. Coyote**, Express 27, Dan Pruzan. (8 boats)

DIV. B (Columbia 5.5) — 1) **Maverik**, Doyle Sails; 2) **Wings**, Mike Jackson. (3 boats)

DIV. C (139-189) — 1) **Lelo Too**, Tartan 30, Emilie Carles; 2) **Joanna**, Irwin 30, Martin Jemo. (4 boats)

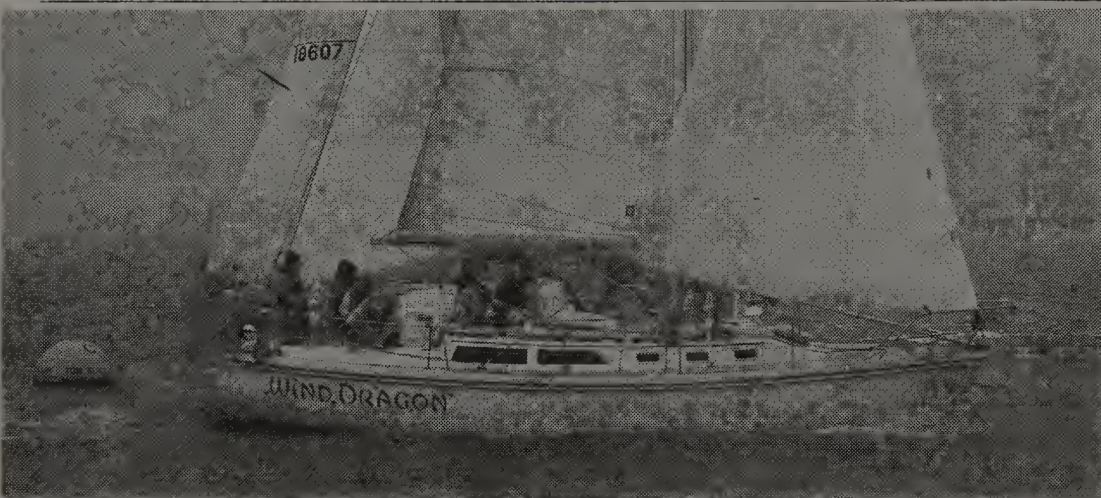
DIV. D (190-up) — 1) **Pip Squeak**, Santana 20, Liam O'Flaherty; 2) **Valkyrie**, Peterson Quarter Ton, Mike Tosse. (5 boats)

DIV. E (non-spinny) — 1) **Wave Rider**, Hunter 31, Mark Rommell. (2 boats)

Puerto Vallarta Race

San Diego YC's third biennial race to

New boats! Bill Turpin's Davidson-designed TP 52 'Alta Vita' arrived in Oakland last month. She'll be debuting in the Puerto Vallarta Race.



LATITUDE/ROB

Golden Gate YC Midwinters

Eighty-four boats showed up for the fourth of five races in the 31st GGYC Midwinters on Saturday, February 2. Faced with a 4-knot southeasterly, fog and a building ebb, the race committee elected to send the fleet on a short 5.4-mile course up and down the Cityfront twice (Fort Mason, Blackaller, the StFYC outer buoy, Blackaller, finish).

"The boats disappeared into the fog on the way to Fort Mason, only to reemerge en route to Blackaller Buoy — a calendar-quality panorama of spinnakers!" claimed race chairwoman Chris Joyce.

After a patience-trying transition, the wind finally filled in at 8-10 knots from the west, jumbling the order in many fleets. Given the fluky conditions, many of the classes were won by huge margins — **Q** drubbed PHRF-I by nine minutes, **QuiB5** hammered the J/120s by fifteen minutes, **Whisper** took the 22-boat J/105 class by seven minutes, and so on. In fact, the only close finish occurred in the Folkboats, where **Freja** nipped **Frihed** by just one second!

The competition for the Manny Fagundes Seaweed Soup Trophy (best record in the biggest class) has been narrowed down to three boats — Steve Wonner's WylieCat 30 **Uno**, Dave Davis' Catalina 34 **Wind Dragon**, and Terry Anderlini's Knarr **Benino**. The five-race, one-throw-out series ends on March 2.

Complete results are posted at www.yra.org.

J/120 — 1) **QuiB5**, John Sylvia; 2) **Chance**, Berry

Dave Davis and the crew of 'Wind Dragon' are dominating the first-ever Catalina 34 one design gathering in the Golden Gate YC Midwinters.

CATALINA 34 — 1) **Motley**, Chris Owen; 2) **Wind Dragon**, Dave Davis; 3) **Don Miguel**, David Benefiel; 4) **Carmelita**, Christian Lewis. (9 boats)

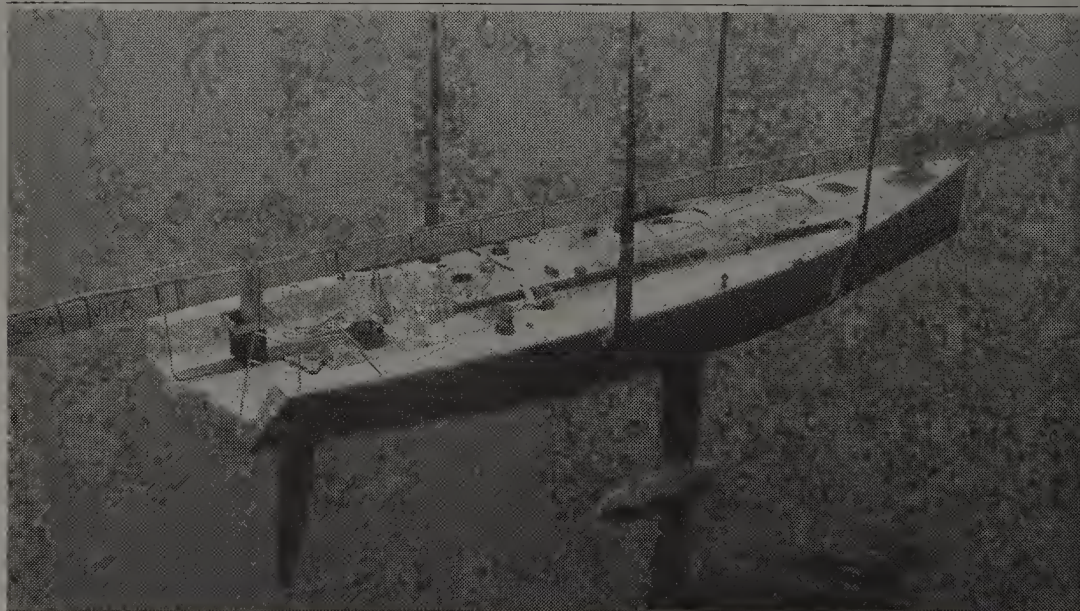
KNARR — 1) **Benino**, Terry Anderlini; 2) **Flyer**, Chris Kelly; 3) **Shella**, Cunningham/O'Leary. (6 boats)

FOLKBOAT — 1) **Freja**, Tom Reed/Lee Ann Chernack; 2) **Frihed**, Bill Madison. (4 boats)

PHRF-I (< 65) — 1) **Q**, Schumacher 40, Glen Isaacson; 2) **Fast Forward**, Aerodyne 38, Dan Benjamin; 3) **Sceptre**, J/130, Robert Musor; 4) **X-Dream**, X-119, Steen Moller. (8 boats)

PHRF-II (65-99) — 1) **Navigator**, Soverel 33, Bill Melbostad; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Elan**, Express 37, Bill Riess; 4) **Two Scoops**, Express 34, Chris Longaker. (8 boats)

PHRF-III (100-152) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Spirit of Bombay**, Santana 35, Whalen/Kennedy; 3) **Breakout**, Santana 35, Lloyd Ritchey;



COURTESY ALTA VITA

2002 San Diego-Puerto Vallarta Race Entries

<i>Yacht</i>	<i>Design</i>	<i>Owner</i>	<i>Rating</i>	<i>Yacht Club</i>
PHRF-AA (started Saturday, 2/23)				
<i>Ocean Planet</i>	Wylie Open 60	Bruce Schwab	114	Encinal
<i>Magnitude</i>	Andrews 68+	Doug Baker	102	Long Beach
<i>Merlin's Reata</i>	Lee 68	Al Micallef	102	Cal/Fort Worth
PHRF-A (started Saturday, 2/23)				
<i>Grand Illusion</i>	SC 70	James McDowell	84	Lahaina
<i>Mongoose</i>	SC 70	Bob Saielli	72	San Diego
<i>Victoria</i>	Andrews TP-52	Dale Williams	66	St. Francis
<i>J/Bird III</i>	Andrews TP-52	Dave Jones	66	Bahia Corinthian
<i>Alta Vita</i>	Davidson TP-52	Bill Turpin	66	St. Francis
<i>Yassou</i>	N/M TP-52	Jim Demetriades	66	Los Angeles
<i>Pendragon 4</i>	Davidson TP-52	John MacLaurin	54	California
<i>Sorcery</i>	Mull 80	Jake Wood	54	California
PHRF-B (started Friday, 2/22)				
<i>Stars & Stripes</i>	Reichel/Pugh 50	Dennis Conner	39	San Diego
<i>Stealth Chicken</i>	Perry 56	Tim Beatty	30	Kona Kai
<i>M-Project</i>	Sprint 50	Robbie Wallace	18	Los Angeles
<i>Warpath</i>	SC 52	Fred Howe	18	San Diego
<i>Silver Bullet</i>	SC 52	Mark Jones	18	St. Francis
<i>Chicken Little</i>	SC 50	Steve Moffett	6	Alamitos Bay
<i>Stark Raving Mad</i>	J/160	Jim Madden	6	San Diego
<i>Innocent Merriment</i>	J/160	Myron Lyon	6	San Diego
<i>Lina</i>	SC 50	Walter Pressel	0	Pacific Corinthian
<i>Horizon</i>	SC 50	Jack Taylor	0	Dana Point
PHRF-C (started Wednesday, 2/20)				
<i>Checkmate</i>	Peterson 50	John Garrison	18	Newport Harbor
<i>Sensation</i>	1D-35	Sandy Vissman	27	Bayview
<i>Windswept</i>	Swan 57	Max Phelps	54	San Diego
<i>Equity</i>	Swan 46	Tom Holthus	69	San Diego
<i>Between the Sheets</i>	Jeanneau 50	Ross Pearlman	78	S.M. Windjammers
CRUISING-1 (started Thursday, 2/21)				
<i>Ariadne</i>	Ladd 75	Frank Easterbrook	15	South Bay YRC
<i>Lady Bleu II</i>	Dynamique 62	Brenda Kuske	30	Kona Kai
<i>Allégra</i>	Baltic 55	Jack Cahill	37	Coronado Cays
CRUISING-2 (started Wednesday, 2/20)				
<i>Novia Del Mar</i>	Beneteau 40.5	Mike Busch	114	San Diego
<i>Sea Dancer</i>	Ericson 35	Al Wheatman	120	California
<i>Everfit</i>	Catalina 36	Steve Jackson	144	Cortez RA
<i>Gulliver</i>	Cal 2-46	Robert Gustke	150	Cortez RA

Notable entries included Fred Howe's SC 52 *Warpath*, which will be sailing with current SDYC Commodore Ken Bertino and three staff commodores; Dennis Conner's pre-race favorite R/P 50 *Stars & Stripes* (ex-Morning Glory), with local high school senior Andrew Driscoll among the crew; and the two brand new boats

(*Alta Vita* and Myron Lyons' J/160 *Innocent Merriment*). Sponsors for the race included Paradise Village Resort (P.V. race headquarters), J/Boats, First American Corporation, and Rick Shema (weatherguy.com), who helped level the playing field by supplying the fleet with detailed daily weather forecasts.

Tune in next month to read all about the race, as well as the 25th MEXORC, which will be contested on Banderas Bay on March 3-8.

Berkeley Midwinters

The fourth and final weekend of the Berkeley Midwinters was held in glorious conditions on February 9-10. Saturday's race, attended by 119 boats, began with a postponement and a seven-gun salute to honor the late, great Carl Schumacher. Fittingly, all the Express 27s had black ribbons flying from their backstays, and Kame and Sally Richards' *Frog in French* had flowers tied to its stern pulpit. Many good things were said and thought about Carl — and then, as he would have wanted it, the race went on as planned.

Well, almost. The wind continued to

Puerto Vallarta should be all over but the crying by the time you're reading this. Class winners were *Magnitude*, *J-Bird III*, *Stars & Stripes*, *Checkmate*, *Lady Bleu II* and *Novia Del Mar*. Just kidding! The race hadn't started yet when this was written — but by now, you can fire up your computer and check www.sdy.org to see who really won.

Thirty-three boats — a healthy turnout given these uncertain times — were scheduled to sail the 1,000-mile race in four racing and two cruising classes (see box). Bay Area entries included Bruce Schwab's Open 60 *Ocean Planet*, Bill Turpin's brand new Davidson-designed TransPac 52 *Alta Vita*, Dale Williams' chartered Andrews TransPac 52 *Victoria* 5 (owner Mike Campbell will sail it in MEXORC), and Mark Jones' new-to-him SC 52 *Silver Bullet*. Three other local efforts — *Pegasus* (R/P 74), *Ol' Farrtz* (Farr 40), and *Giggles* (Baltic 38) — were signed up, but pulled the plug for various reasons.

Three turbos — *Ocean Planet*, *Merlin's Reata* and, most notably, *Magnitude* — have the horsepower to challenge the old *Pyewacket's* 1998 record time of 93 hours, 55 minutes and 36 seconds. (The absolute record, set by Steve Fossett's 60-foot trimaran *Lakota*, was also set that year — 62 hours, 20 minutes). Of course, to smash that record or to win a pickle dish, it's necessary to get to P.V. in one piece, something three boats have failed to do in each of the two previous editions of this race. Rumor has it there's a betting pool at SDYC as to which boats will break down first, and how far they will get.

'Innocent Merriment', Myron Lyons' brand new J/160, at her christening party in front of San Diego YC. She, too, will sail in the P.V. Race.



LATITUDE/ROB

THE RACING

sputter from the east, and the race committee held off for another half hour thinking the 'real' wind would fill in. With the crowd growing impatient, they rolled the dice on course 'B', a seldom-seen option that saw the racers take off towards Berkeley. "Amazingly, this proved to be a great choice!" claimed race chair Bobbi Tosse. "There was enough wind that everyone got around the course in good order, and we saw plenty of surfing and even a few round-ups."

Sunday's race, a relative dud, attracted 39 boats. "The weatherman, who sounds like Arnold Schwarzenegger, insisted there would be 15-25 knots from the east, with local gusts up to 35," explained Tosse. "Reality? After a one-hour postponement, we sent the fleet to 'G' in about three knots from the NNW. Unfortunately, after the first leg, the wind shifted right instead of left — the opposite of what normally happens. Oh well, it must be winter sailing!"

The Berkeley Midwinters are now over except for the Champion of Champions on February 24, which will be followed by the traditional trophy ceremony at the BYC clubhouse for this series. Results of the last weekend of racing follow, and we'll run the overall winners in next month's midwinter wrap-up.

The series' MVP, if there were such an honor, would go hands-down to Bryce Griffith's Antrim 27 *Arch Angel*, which had a perfect score (four bullets) for the Saturday series in a tough 12-boat class. Runners-up, also a figment of our imagination, were *Frog in French*, which topped the 25-boat Express 27 fleet with a fine 1,3,2,2 record, and Joan Byrne's Laser 28 *Takeoff*, winner of the still-expanding San Francisco 30-Footer class.

Complete results, including final standings, can be found at www.berkeleyyc.org and www.yra.org.

SATURDAY, Feb. 9:

DIV. A (< 84) — 1) **Advantage 3**, J/105, Pat Benedict; 2) **Racer X**, Mumm 30, Gary Redelberger; 3) **Raptor**, J/35, Jim Hoey. (6 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith; 2) **Always Friday**, John Liebenberg; 3) **Nemesis**, Martson/Shortman. (8 boats)

DIV. B (87-114) — 1) **Mintaka 4**, Farr 38 custom, Gerry Brown. (3 boats)

MELGES 24 — 1) **Glock 9**, James Glockner; 2) **Mary Don't Surf**, Mark Eastham; 3) **Smokin'**, Kevin Clark. (6 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie; 2) **Run Wild**, Dale Irving. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Frog in French**, Kame & Sally Richards; 3) **Baffett**, Tom Baffico/Forest Baskett; 4) **Swamp Donkey**, Scott Sellers/Doug Robbins; 5) **Magic Bus**, Eric Deeds; 6) **Peaches**, Rivlin/Baldwin; 7) **E-Type**, John Drewery; 8) **Exocet**, Landon/Crowson; 9) **Archimedes**, Dick Swanson; 10) **Wile E. Coyote**,



Dan Pruzan. (21 boats; 2 protests pending)

SF 30s — 1) **Tortuga**, Stephen Hutchison; 2) **Wishful Thinking**, Tartan Ten, Lester Gee; 3) **Take Off**, Laser 28, Joan Byrne; 4) **Ixxis**, Olson 911-S, Ed Durbin; 5) **Redux**, Olson 911-S, Nick Barnhill; 6) **Jeannette**, Tartan Ten, Henry King. (14 boats)

MOORE 24 — 1) **Sparrowhawk**, Vaughn Seifers; 2) **Moorigami**, John Siegel; 3) **Csardas**, Judy Bentsen. (7 boats)

ULTIMATE 20 — 1) **Abracadabra III**, Dennis Surtees; 2) **#176**, Stuart Wakeman. (4 boats)

DIV. C (117-177) — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash; 2) **Cowabunga**, Schock 34, Pat Brown; 3) **Redhawk**, Hawkfarm, Dan Newland; 4) **Blood Money**, Olson 25, Joshua Grass. (10 boats)

J/24 — 1) **Woof**, Alan McNab; 2) **Cool Breeze**, Doug Nugent; 3) **Blue Jay**, Brian Mullin; 4) **Phantom**, John Gulliford; 5) **Fat Bastard**, Curtis Press. (11 boats)

MERIT 25 — 1) **Twilight Zone**, Paul Kamen; 2) **Chesapeake**, Jim Fair. (5 boats)

NEWPORT 30 — 1) **Harry**, Dick Aronoff; 2) **Topgallant**, Frank Hinman; 3) **Hot Chocolate**, Jon Nicholas. (6 boats)

DIV. D (180-195) — 1) **Tinseltown Rebellion**, J/22, Cam Lewis; 2) **Travieso**, J/22, Jack Allen. (4 boats)

DIV. E (> 198) — 1) **Ypso**, Cal 2-27, Tim Stapleton; 2) **Freyja**, Catalina 27, Frank Van Kirk; 3) **Latin Lass**, Catalina 27, Bill Chapman. (7 boats)

SUNDAY, Feb. 10:

DIV. I (< 114) — 1) **Racer X**, Mumm 30, Gary

Miami vice — An unidentified Finnatic chases Henry Sprague (# 74) and Mo Hart (at right) around the leeward mark at the Miami OCR. Inset, Adam Lowry (left) and Andy Mack won the 49er class.

Redelberger; 2) **Family Hour**, Olson 30, Bilafer Family; 3) **Hoot**, Olson 30, Andy Macfie. (5 boats)

EXPRESS 27 — 1) **Salty Hotel**, David Rasmussen; 2) **Mirage**, Terry Cobb; 3) **Diane**, Steve Katzman/Steve Hodges. (6 boats)

WYLIECAT 30 — 1) **Carlene**, Fred Soltero; 2) **Triumph**, Jake Cartwright. (4 boats)

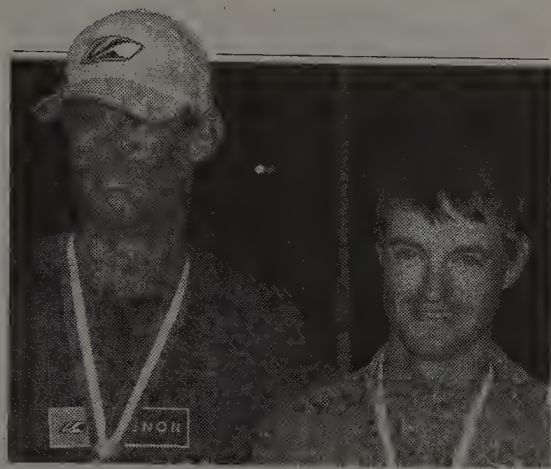
DIV. II (117-162) — 1) **Cowabunga**, Schock 34, Pat Brown; 2) **El Gavilan**, Hawkfarm, Jocelyn Nash; 3) **Starbuck**, Black Soo, Greg Nelson. (6 boats)

DIV. III (168-177) — 1) **Twilight Zone**; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Frog Lips**, J/24, Richard Stockdale. (9 boats)

DIV. IV (>180) — 1) **Annie**, Cal 29, Steve Zevanove; 2) **Jubilee**, Ariel, Don Morrison; 3) **Starkite**, Catalina 30, Laurie Miller. (10 boats)

Miami OCR

The 2002 Rolex Miami Olympic Classes Regatta (OCR), held January 30-February 2, attracted 282 boats from 26 countries. About 400 top one design sailors enjoyed splendid conditions in Biscayne Bay for two days, followed by no wind (or racing) on the third day, and a paltry five knots on the last. The regatta was administered by US Sailing's Olympic Sailing Committee, and hosted by a consortium of six local sailing



49er (16 boats) — **Andy Mack/Adam Lowry, USA.** . . Bay Area sailors: Patrick Whitmarsh/ Paul Allen (4); Doogie Couvreaux/Allan Johnson (6); Chad Frietas/Skip McCormick (8).

470 MEN (14 boats) — **Steve Hunt/ Michael Miller, USA.** . . Bay Area sailors: Mikey Murrison/Rusty Canada (10).

470 WOMEN (7 boats) — **Courtenay Dey/Linda Wennerstrom, USA.** . . Bay Area sailors: Lee Icyda/ Mallory McCollum (6).

LASER (64 boats) — **Paul Goodison, GBR.** . . Top American: Andrew Campbell (2nd). . . Bay Area sailors: Matt McQueen (21); Peter Phelan (22); Tracy Usher (28).

MISTRAL MEN (12 boats) — **David Miery Teren, MEX.** . . Top American: Peter Wells (2nd). . . Bay Area sailors: Steve Bodner (6).

MISTRAL WOMEN (9 boats) — **Sigrid Rondelez, BEL.** . . Top American: Kim Birkenfield (3).

STAR (49 boats) — **Marc Pickel/David Giles, GER.** . . Top Americans: Vince Brun/Mike Dorgan (4th), Mark Reynolds/Magnus Liljedahl (6th). . . Bay Area sailors: Doug Smith/Mike Moore (23).

TORNADO (18 boats) — **Lars Guck/Jonathan Farrar, USA.**

YNGLING (18 boats) — **Carol Cronin/Liz Filter/ Kate Fears, USA.** . . Bay Area sailors: Hannah Swett/ Dawn Riley/Melissa Purdy (5).

4 METRE (15 boats) — **Tom Brown, USA.**

SONAR (6 boats) — **Paul Callahan/Keith Burhans/Mike Hagmaier, USA.**

Sausalito YC Midwinters

Sunday morning, February 3 — aka, Super Bowl Sunday — didn't look too promising at first. Fog blanketed the Bay, and rain was forecasted. "But positive thinking prevailed," claimed Sausalito YC race chairman Tim Prouty. "The sun broke through, and the breeze built to a steady 10-15 knots from the north. Temperatures were in the 60s, and it turned into a made-to-order winter race day."

Twenty-nine boats enjoyed the splendid conditions. The first three classes were sent on a 6.2-mile lap from the start at Little Harding to Channel Marker #2 (Sausalito), followed by a long run over to Fort Mason, and a beat back to the finish. The little non-spinnaker boats did two laps around the Sausalito side of the Bay — Little Harding, Mark #2, Yellow Bluff — for a 6.4-mile race. All racers were finished by 2:30 p.m., and most rushed back to the SYC clubhouse to watch football on the big screen

television.

"It was as delightful a February afternoon as could be expected," said Prouty. "We've really lucked out with the weather this year, and our series is 4-for-4 now. Some of the classes are still up for grabs, so the last race on March 3 promises to be interesting."

BIG SPINNAKER (< 144) — 1) **Jose Cuervo, J/105, Sam Hock**; 2) **Joker, J/35, Gordon Smith**; 3) **Hazardous Waste, J/105, Dana Sack**; 4) **Razzberries, Olson 34, Bruce Nesbit.** (9 boats)

LITTLE SPINNAKER (> 144) — 1) **Jimmy Riddle, Moore 24, Rich Korman**; 2) **Soulatitude, J/24, Jonathan Hagerman**; 3) **Perezoso, Excalibur 26, Laurie Davis.** (7 boats)

BIG NON-SPINNAKER (< 174) — 1) **Basic Instinct, Elliott 10.5, Jan Borjeson**; 2) **Q, Schumacher 40, Glenn Isaacson**; 3) **Aggressor, Capri 30, Pat Lopez.** (6 boats)

LITTLE NON-SPINNAKER (> 174) — 1) **Spindrift, Tartan 30, Paul Skabo**; 2) **Roeboat, Catalina 30, Rod Decker**; 3) **Nordlys, Knarr, Joel Kudler.** (7 boats)

RYC Small Boat Midwinters

After too much wind in December, and then too little in January, Richmond YC's midwinter dinghy series was in danger of violating California's three-strike rule for regattas. Fortunately, the series got some overdue perfect weather on Sunday, February 3 — sunny skies, 8-12 knots of wind, and flat water.

A total of 120 boats signed up for the day's racing, which occurred as usual on three different venues — two inside the breakwater, and a third course outside at Southampton 'big boats'. Each class got in between three and six races, and everybody was back at the clubhouse in time to see the majority of the Super Bowl upset.



Sam Hock, skipper of the J/105 'Jose Cuervo', is poised to win his millionth SYC Midwinters.

The series concludes next month on March 3, followed by a champagne/cider/munchies trophy ceremony. Also, anyone interested in test-sailing some dinghies should consider attending SBRA's Sail-A-Small-Boat-Day on Saturday, March 2.

COURTESY ROLEX MIAMI OCR

LATITUDE ARCHIVES

clubs.

Americans fared well at the Miami OCR, not surprising considering we accounted for most of the entries. Bay Area sailors — with the exception of 49er crew Adam Lowry of San Francisco, who took the gold with Seattle-based skipper Andy Mack — failed to finish on the podium. However, Alameda Europe dinghy sailor Krysia Pohl, who is leaving the Coast Guard in mid-May to train full-time for the '04 Olympics, came close, finishing fourth in that competitive 25-boat class.

The Miami OCR has offered competition for Olympic classes since 1991 and has been an important ranking regatta for the U.S. Sailing Team. Olympic aspirants will meet again in Long Beach on March 22-24, when Alamitos Bay YC hosts their annual Olympic Classes Regatta. For more on the Miami OCR, surf to www.ussailing.org/Olympics/Miami-OCR/.

EUROPE (25 boats) — **Meg Gaillard, USA.** . . Bay Area sailors: Krysia Pohl (4); Susannah Carr (9); Molly Carapiet (20); Casey Pelletier (21).

FINN (29 boats) — **Andrew Simpson, GBR.** . . Top American: Geoff Ewenson (6). . . Bay Area sailors: Mo Hart (8); Philippe Kahn (21); Andras Nady (24); Patrick Weaver (25).

THE RACING

EL TORO, SR. — 1) Gordie Nash, 18 points; 2) (tie) John Amen and Andy Goodman, 19; 4) Fred Paxton, 23; 5) Paul Tara, 27. (15 boats, 6 races)

EL TORO, JR. — 1) Brooks Reed, 7 points; 2) Sean Kelly, 22; 3) (tie) David Liebenberg and Rogan Kriedt, 27; 5) Claire Dennis, 28. (24 boats; 5 races)

DeWITT DINGHY — 1) B. Quick, 4 points; 2) Ellen Liebenberg, 7. (4 boats; 3 races)

505 — 1) Adamson/Norman; 2) Byran/Meak; 3) Ross/Engelbretsen. (7 boats)

LIGHTNING — 1) Elissa Hall. (2 boats)

LASER — 1) Simon Bell; 2) Tim Russell; 3) Nicole Sterley; 4) Chris Boome; 5) David LaPier; 6) Tim Armstrong. (19 boats)

WABBIT — 1) Jon Stewart; 2) Kim Desenberg. (4 boats)

SNIPER — 1) Joe Harvard; 2) Vince Casalaina. (4 boats)

THISTLE — 1) Kristofer Vogelsong. (2 boats)

29er — 1) Cameron McCloskey; 2) (tie) John Goldberry and George Pedrick. (6 boats)

BYTE — 1) Nick Ward; 2) Max Paulus; 3) Gail Yando. (7 boats)

CORONADO 15 — 1) Trent Watkins; 2) (tie) Sven Dickinson and Charlie Quist. (6 boats)

INTERNATIONAL CANOE — 1) Anders Peterson; 2) Johan Backsin. (3 boats)

FJ (international) — 1) Jay McCutchen; 2) John Christman. (3 boats)

FJ (collegiate) — 1) Sam Treadwell; 2) Skip Shapiro; 3) Michael Lewis. (6 boats)

COURTESY SOUTH BAY YRA



South Bay traffic jam — 'Sundancer', at left, was racing in the SBYRA Midwinters. The other two boats were doing a Sequoia YC club race.

South Bay YRA Midwinters

Twenty-one boats attended the Sequoia YC-hosted South Bay YRA Midwinter race on February 9. Here is race chairman Mike Satterlund's description of the slow 6.5-mile race:

"Conditions were as challenging as ever

in the deep South Bay. The wind blew about five knots at the start and seldom went higher. It also occasionally died out, which made the building 4.5-knot ebb a significant consideration. The water was flat all day, and the wind came mostly from the southwest. The major tactical decision was whether to take the shortest route down the channel to the second mark, or to get out of the opposing current by heading for the shallows on ei-

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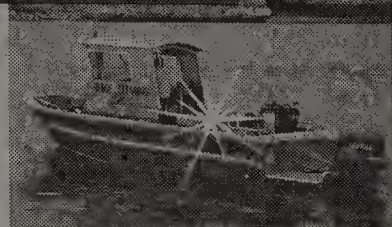


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ther side and risk skidmarks in the mud."

There is one more race in the SBYRA midwinters (March 9) before the Spring/Summer Series cranks up in April. Contact Satterlund at (408) 947-8211 if you're interested in joining the fun.

BIG SPINNAKER — 1) *Flexible Flyer*, Santana 35, Leighton Quon; 2) *Absolute*, Peterson Half Ton, Loren Luke; 3) (tie) *Jet Lag*, Catalina 34, Roger Roe, and *Sundancer*, Hunter 34, Bob & Pam Carlen. (9 boats)

LITTLE SPINNAKER — 1) *Suzy III*, Coronado 25, Brian Lees; 2) *Synchronicity*, Coronado 25, Pete Van Der Werff. (4 boats)

BIG NON-SPINNY — 1) *Far Better Thing*, Ericson 30+, Charles McArthur. (3 boats)

LITTLE NON-SPINNY — 1) *Natabbie*, Santana 22, Eric Monjoin; 2) *Chablis IV*, Cal 25-2, Dave Few. (5 boats)

Santa Cruz YC Midwinters

After a brief postponement, a fresh 15-20-knot southerly materialized for the 17 boats sailing in the Santa Cruz YC Midwinters on February 16. Under gray, threatening skies, the fleet got in two

quick races and retreated to the yacht club bar before the rain started.

The Melges 24s, which seem to be gathering steam in Santa Cruz, revelled in the windier-than-normal conditions, finishing 1,2,3 in the crewed PHRF class. The doublehanded class (six Moore 24s and an Olson 30) had almost as many entries as the PHRF class and, some would say, better racing. Meanwhile, most of the Olson 30s in Santa Cruz just sit on their trailers, and a relatively high proportion of the SC 27 fleet is for sale.

The SCYC Midwinters conclude on March 16. Combined results of the two February races follow:

CREWED — 1) *Mary Don't Surf*, Melges 24, Bret Gripenstraw, 2 points; 2) *Minor Threat*, Melges 24, Peter Dalton, 6; 3) *Va Va Voom*, Melges 24, J. Oswald, 7; 4) (tie) *Stray Cat*, Olson 30, John Roberts, and *Roller Coaster*, SC 50, Jack Gordon, 8. (10 boats)

DOUBLEHANDED — 1) *Wild Fire*, Howard Ruderman, 2 points; 2) *Bruzer*, Moore 24, Gary Tracey, 5; 3) *Ngellew Fejj*, Moore 24, Peter Phelan, and *Una Mas*, Moore 24, Larry Peterson, 7. (7 boats)

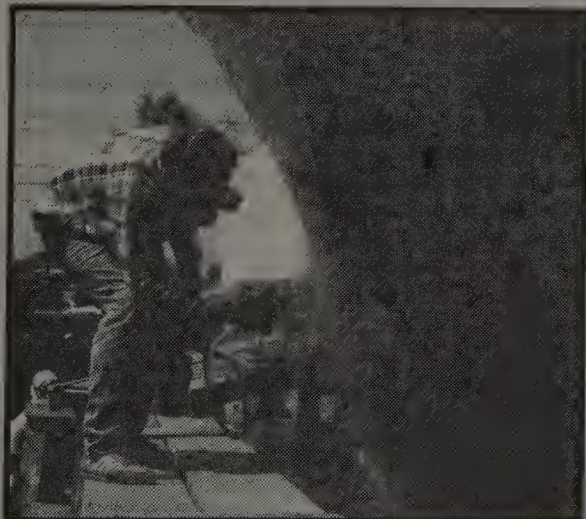
EYC Jack Frost Series

Encinal YC's third Jack Frost race was once again blessed with near-perfect conditions on Saturday, February 9. A 10-knot southerly held steady all day, allowing the 27-boat fleet to sail the longest course possible, a four-lap windward/lee-ward between the Berkeley Pier and the Bay Bridge. "There was no time for the crews to rest, and plenty of sail changes to keep everybody on their toes," noted race chairman Les Raos. "It was good, fun racing, with lots of tide lines to figure out."

Tony Pohl's and Mike DeVries' new-to-them red Synergy 1000 *Summer Moon* made a nice debut, winning PHRF-C in its maiden outing. Tony's daughter Krysia, currently the number-one ranked Europe sailor in the U.S., hand-led the driving chores for her elders. Another woman, Laraine McKinnon, won the Antrim 27 class with *Cascade*.

J/35 — 1) *Fast Lane*, John Wimer/Lou Ann Bell; 2) *Raptor*, Jim Hoey; 3) *Kiri*, Bob George. (7 boats)
ANTRIM 27 — 1) *Cascade*, Laraine McKinnon; 2) *Nemesis*, Paul Martson. (4 boats)
PHRF C — 1) *Summer Moon*, Synergy 1000,

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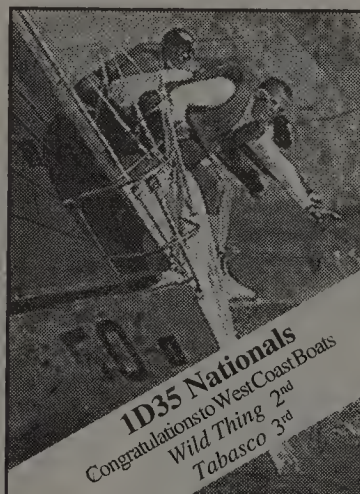
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THE RACING

Tony Pohl; 2) **Magic**, Tripp 40, John Rizzi; 3) **Enigma**, Cap 30 mod., Bob Hultman. (6 boats)

PHRF D — 1) **Encore**, Wylie 31, Andy Hall; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Eclipse**, Hawkfarm, Fred Hoffman; 4) **Lelo Too**, Tartan Ten, Emile Carles; 5) **Noble Lady**, Beneteau First 305, Gary Massari. (11 boats)

Race Notes

Congo line: Ten of the best match racers in the world will go at it tooth and nail on April 8-13 at Long Beach YC's 38th annual **Congressional Cup**. This year, the skippers will be fighting for a share of a \$25,000 purse, as well as points on the Swedish Match Tour. The lineup for the Catalina 37 showdown, in order of ISAF ranking, is as follows: Magnus Holmberg (ranked #1, associated with the Victory Challenge America's Cup syndicate from Sweden), Peter Holmberg (2, *Oracle*), Dean Barker (8, *Team New Zealand*), Luc Pillot (10, France), Gavin Brady (18, *Prada*), Morten



WALTER COOPER

Florida follies — Hasso Plattner's Farr 40 'Morning Glory' is one of several Bay Area boats competing in the SORC on March 6-10.

Henriksen (19, *illbruck Challenge*), Andy Green (33, *GBR Challenge*), Rod Davis (34, *Prada*), **Ken Read** (41, *Stars & Stripes*), and local talent **Scott Dickson**, who qualified by winning the Ficker Cup.

Random regattas: The Southern California Yachting Association's **73rd Mid-**

winter Regatta was held in typically light conditions on February 16-17. Over 100 classes sailed in about 20 different venues between San Diego and Marina del Rey, and many Bay Area sailors made the trek south in search of good competition. Check out www.scya.org for results.

Random race results: Mercury wizard Doug Baird won this year's **Perry Cup**, a 15-race series hosted by Monterey Peninsula YC. Veter-

eran Pax Davis was second, followed by Eddie Schaupp, who also won B-Fleet honors. Fourteen Mercuries participated. . . Seventeen dinghies, including 12 El Toros, sailed in Lake Merritt SC's third **Robinson Memorial Midwinter Regatta** on February 9. After three races, Art Lange was the top senior El Toro sailor, while Izzy Zingale won the junior Toro division. . . Ohio sailmaker and peren-

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nial one design force Greg Fisher won the 33-boat **Thistle Midwinters West Regatta** at Mission Bay YC on January 18-20. NorCal sailors fared well, with Folsom Lake YC member **Mike Gillum** (Roseville) finishing just one point behind Fisher. Dave Keran (Fresno) was fourth in the championship division. Meanwhile, Kris Vogelsong (San Jose) won the 'B' fleet, the so-called President Division.

Fleeting thoughts: The **Capri 22 Nationals** will be held in conjunction with the Whiskeytown Regatta on May 25-26, and the class is naturally trying to stack the starting line. Email Rpapreno@aol.com for details. . . The local **Coronado 25** fleet is threatening a comeback. Kathy Wheatley (*That's Right!*) is organizing a shindig at Bay View BC on March 10, "2 p.m. to whenever," for all past, present and potential owners. She can be reached at kew@notes.rlg.org. . . The **resurgent J/35 class** plans to hold its North Americans in conjunction with the San Francisco NOOD Regatta over Labor Day weekend. "In addition to all the local boats, we



Rolex Yachties of the Year — Cory Sertl and Steve Fossett. Turn back to 'Loose Lips' to read about the Bay Area connection to the winners.

hope to attract some boats from around the country," claimed Jim Hoey, owner of *Raptor*.

New boats: Roger Sturgeon's new **Rosebud**, a R/P-designed, Westerly-built TP 52, is scheduled for delivery near the end of March. The crew will practice off Santa

Cruz, probably doing the Spinnaker Cup and maybe some races in L.A., before doing the Pac Cup and Big Boat Series. After that, the plan is to ship the boat to Florida for next year's Key West and SORC regattas. . . The old *Rosebud*, a SC 52, was just bought by **Rob Magoon**, who is moving up from his Express 34 *Rocinante*. Magoon will rename the SC 52 as part of the deal, though we haven't heard the new name yet. . . San Diego big-boat campaigner Ernie Pennell has donated his Farr 44 **Bravura**, and is now chartering another donated boat, the Tripp 50 *Falcon*. . . Philippe Kahn's new Goetz-built Andrews 55 **Pegasus** is turning heads down in Santa Cruz. Hopefully, Philippe will bring the new beauty — which we're told is a cruiser version of a TP 52 — up to the Bay for some of the spring races.

Hawaiian eye: Ten boats are currently entered in the inaugural **Gateway to Hawaii Race**, which departs from San Diego on June 25 bound for Nawiliwili Bay (Kauai). Entries don't close until May 1, so the 2,323-mile race may yet attract more entries, especially now that the rival Pacific Cup has sold out. The eight

Etchells

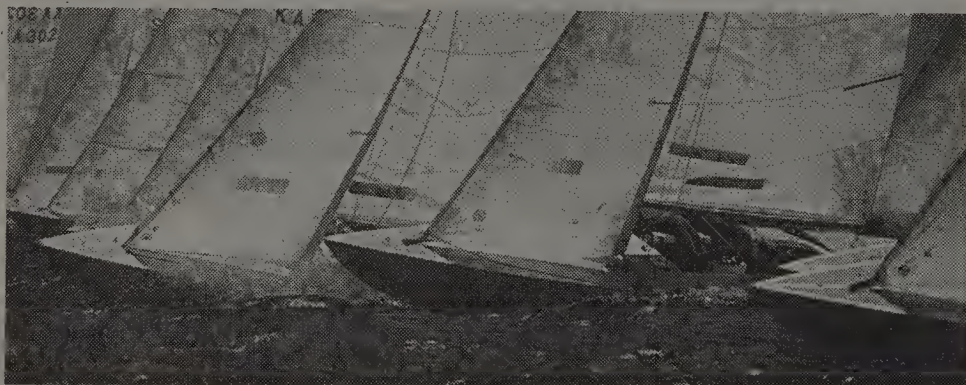
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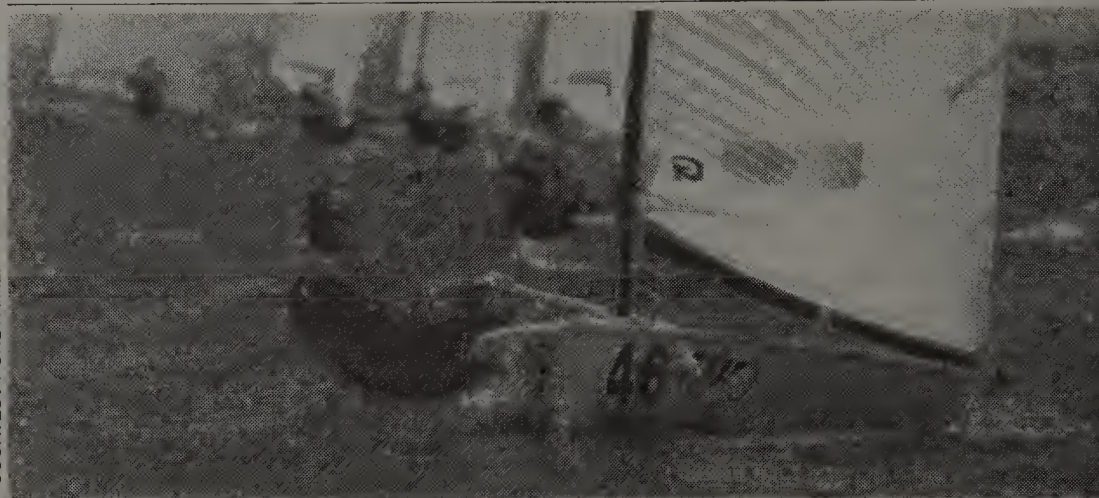
THE RACING SHEET

fully-crewed G2H entries are **Grand Illusion** (SC 70), **Medicine Man** (Andrews 61), **Horizon** (SC 50), **Uproarious** (Olson 40), **Masquerade** (Choate 40), **Bolt** (Choate 40), **Coyote** (C&C 38), and **Anonymous** (Elite 37). Two more entries are going double-handed: **Dalliance** (Kaiulani 41) and **Ragtime Band** (Cal Pearson). See www.gatewaytohawaii.org to read all about the new race.

Plan ahead: The **International Twelve Meter Association** will hold its North American Championship in Newport, RI, in September, 2003. There are currently about twenty-five 12-Meters in this country, and others from around the world will apparently be shipped to Newport for the regatta/reunion. If you missed last summer's Jubilee in England, here's your next opportunity to check out some America's Cup history.

Talent show: "This is the best kept secret in sailing," claims Kers Clausen of the **San Diego winter Etchells scene**. "Where else can you find such great competition so close by, and race in shorts and T-

COURTESY POHL FAMILY



Alameda Europe sailor Krysia Pohl is setting her sights on the '04 Athens Olympics.

shirts?" Thirty-six Etchells raced in SDYC's monthly series on February 9-10, with about ten boats from the Bay Area among them.

The San Diego Etchells fleet reads like a who's who of sailing — **Dennis Conner**, Vince Brun, Peter Isler, Bruce Nelson, and Gary Weisman are among the luminaries. The grand finale occurs next month with Etchells Midwinters (March 9-10) and the San Diego NOOD (March

15-17). The Bay Area skippers who are keeping boats in San Diego this winter include Clausen, Myron Erickson/Vern Neff, Jeff Holder, John Mellen, Brian Berger, Jim Gregory, Ed Kriese, Kurt Winkleman, **Jeff Moseley** (Jonny's older brother), and Derek Van der Vorst. This is a big year for Etchells sailing — the NAs will occur in Long Beach in early September, after which about 30 American boats will be shipped to New Zealand for the Worlds on November 2-10. That regatta is expected to be a whopper, with approximately 110 boats in attendance.

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With a report this month on **North Country Chartering**, plus a primer on **Medical Preparedness for Sailing Vacations**, and miscellaneous **Charter Notes**.

Singing the Praises of Pacific Northwest Chartering

Since many would-be travelers are feeling a bit reluctant to travel far afield this year, it's the perfect time to focus on chartering in the Pacific Northwest.

Just a two-hour flight — or a two-day drive — north of the Bay Area lies a vast cruising area that offers spectacular scenery, relatively easy sailing and a wide variety of attractions ashore.

Between British Columbia's massive Vancouver Island and the mainland coasts of B.C. and Washington state, a maze of well-protected waterways is peppered with lush, pine-covered islands that are as soothing to look at as they are exciting to explore inland.

In both Canadian and American waters here, you'll find picture-perfect harbors with cozy pubs, fine restaurants and shops. But the biggest draw of this region is its unspoiled natural beauty. Although water temperatures are too cold for swimming without a wetsuit, sealife abounds beneath the surface, making this an ideal habitat for marine mammals such as orcas, dolphin and seals. Bird life too, is prolific — it's quite common to see bald eagles nesting in the treetops close to the shoreline. In the more remote northern stretches you will

sail through rugged wilderness where it's quite possible to have an anchorage all to yourself, even in the middle of summer.

To explore every nook and cranny of these expansive cruising grounds would take months, if not years. So one of the first decisions to make when planning a charter here is which mini-cruising venue to concentrate on. The neighboring (American) San Juan and (Canadian) Gulf Islands are clustered close together in the southern reaches of the region, with short sails between anchorages and plenty of amenities ashore. Other than their nationalities, the fundamental difference between the two groups is that the Canadian isles are substantially less populated.

If you rate the serenity of primeval nature above shoreside conveniences, however, you may want to head straight for the glacier-carved fiords of Princess Louisa Inlet or Desolation Sound. Or, if your skills are adequate, you could even arrange to explore the minimally-traveled tracts along the north slope of Vancouver Island.

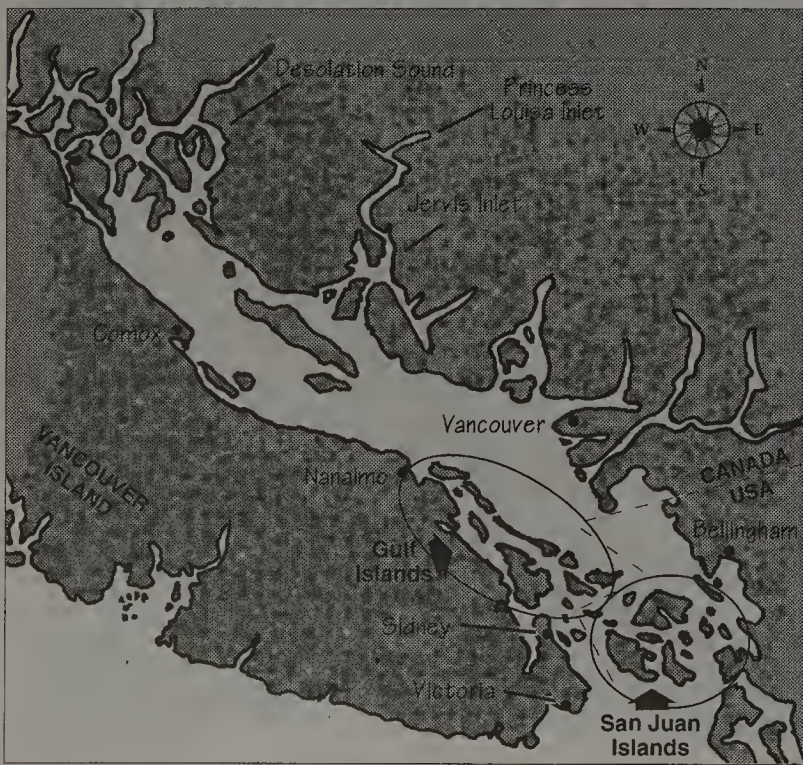
For newcomers to the region, the Gulf Islands and/or San Juans are usually the prime choice. To our way of thinking, both groups have much to recommend them and, if your timetable allows, we'd advise splitting your time between them. Clearing customs when passing from one group to the other has always been quick and efficient, but in the current 'cautious' climate, be warned that every crew-member will need at least photo I.D., and preferably a passport or birth certificate. Clearance costs are minimal.

Either area is ideal for first-time charterers in that navigation is straightforward, distances are short

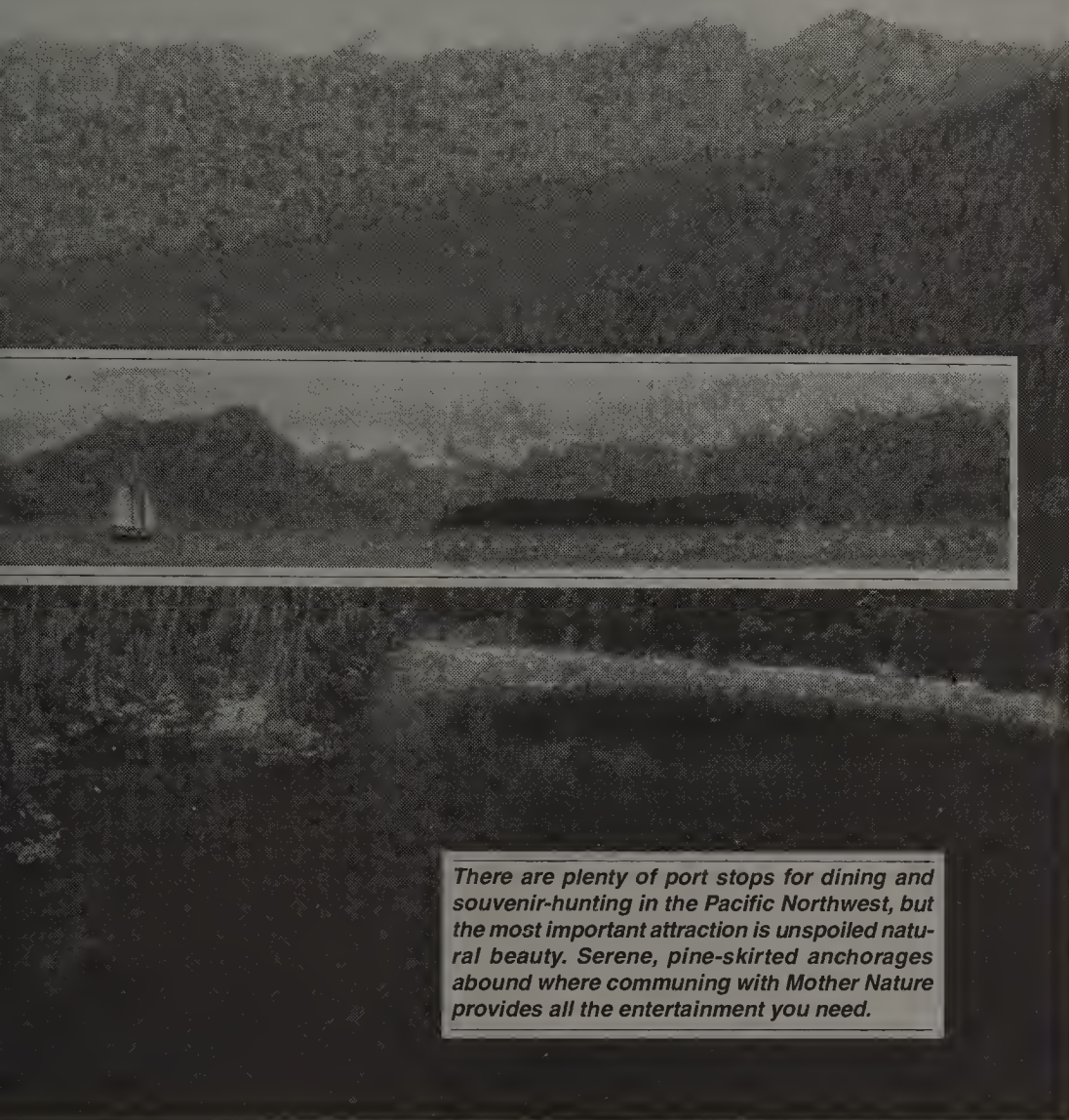
and winds are generally light to moderate. Perhaps best of all though, for those with limited chartering or cruising experience, is the fact that there are dozens of pristine marine parks that offer secure, public mooring balls, as well as facilities ashore. In addition, there are a number of marinas that have transient slips. You could literally sail here for two weeks and never have to drop the hook. We should mention — especially to neophytes — that the trickiest elements in piloting these waters are tides and currents — especially through narrow channels. Still, with a tide chart and cruising guide close at hand, you should have no problems.

You'll find charter bases situated throughout the region, and although most operations here are relatively small, independent outfits, keen competition between them inspires a high calibre of customer service and boat maintenance. Most have a variety of makes and sizes, so book early — like, today — if you're choosy.

Some of the common myths about the region are that it rains constantly and there's little or no wind. Neither are true. While you may see some light 'sprinkles' even in midsummer, it rarely amounts to much. The Gulfs and San Juans lie in



LATITUDE GRAPHIC / ANDY



There are plenty of port stops for dining and souvenir-hunting in the Pacific Northwest, but the most important attraction is unspoiled natural beauty. Serene, pine-skirted anchorages abound where communing with Mother Nature provides all the entertainment you need.

a temperate 'banana belt' since both Washington's Olympic Peninsula and Vancouver Island act as weather barriers that suck the 'big water' out of passing fronts. In fact, statistically, the islands only receive about as much rainfall annually as San Francisco.

As you might imagine, the sunniest months are July and August, although the breeze tends to be a bit lighter than in the shoulder seasons (May-June and September-October). To be honest, though, in any given week you are bound to do some motoring — forget comparisons with steady tradewind sailing. That being said, though, one of the best pieces of advice we've ever been given is to keep your itinerary flexible and simply 'go where the wind blows'. In any given strait or channel the breeze might pipe up to 18 knots one day and fall to 5 knots or less the next. (If we weren't an all-sailing magazine, we might mention that powerboats are also available for hire — shudder the thought.)

There are plenty of other reasons to consider the Pacific Northwest for summer chartering, not the least of which is that the region's northerly latitude translates to extremely long days. You can be outside and active until nearly 10 p.m. This is not to say you'll want to pull into

an anchorage at 9:45, however. The best strategy is to arrive at your overnight anchorage in the early afternoon (especially if you want to grab a mooring), then spend the rest of the day enjoying the town or wilderness ashore. These islands are a hiker's paradise, as there are well-maintained trails everywhere which lead to dense forests, majestic promontories, idyllic swimming holes and waterfalls.

For further exploring, bikes are available for hire on several islands, as are kayaks. Actually, since kayaking has become so popular in these often-placid waters, some firms now rent small kayaks that can be carried aboard.

Another strong argument for heading north this summer is the remarkable buying power of U.S. currency in Canada. At this writing, the almighty American greenback was worth \$1.60 Canadian, making it worth your while to spend at least part of your trip visiting our northern neighbors (i.e. a

"\$15" salmon dinner there really only costs you \$9.30 US).

There are too many great spots to mention here, but some perennial favorites are the waterside resort of Roche Harbor and the bustling, picture-perfect town of Friday Harbor, both in the San Juans and both U.S. ports of entry. On the Canadian side you can appease those crewmembers who are 'Jonesing' for a shopping spree and a bit of sophistication by taking them to lunch at Victoria's famous Empress Hotel, then setting them loose on the city's chic boutiques. Twenty miles up Vancouver Island's coast you'll find the well-scrubbed port of Sidney, which boasts the region's most modern marina complex with a variety of bars, restaurants and shops. Up north in the Desolation Sound area another eye-popping vista awaits beyond every turn, but few places on earth are as stunningly beautiful as the Prideaux Haven lagoon or the steep-sided fiord called Toba Inlet, where ribbons of foaming water cascade down 6,000-foot mountains.

If we've peaked your curiosity in these pages, we suggest picking up one of several excellent cruising guides on the region and jotting down a list of your own 'must see' coves and harbors.

The maze of waterways that weave throughout the "drowned mountains" of the Pacific Northwest comprise an in-

What's there for kids to do? In addition to hiking and biking, some highlights are swinging off ropes swings into deep lagoons and riding rapids on kayaks or boogie boards.



credible sailing venue that every adventurous sailor should experience — and it's practically in our own backyard.

— latitude/aet

One Last Thing to Pack: The Charterer's Medical Kit

Imagine this scenario: For months your family and a few close friends have been planning the dream sailing vacation — a two-week bareboat cruise through the West Indies. Being obsessive-compulsive types, you have prepared well. You've read every *World of Chartering* article in *Latitude* for the past three years, memorized Chris Doyle's *Cruising Guide to the Leeward Islands*, and photocopied a few essential pages from Nigel Caulder's *Boatowner's Mechanical and Electrical Manual*. You've packed your favorite CDs, drawn up your provisioning list, organized a ditty bag with cordage and hardware, and even took a last-minute refresher scuba diving class.

So now you're ready, right? What could you have forgotten? Hmm... what about a medical kit? No need, you think, remembering that the charter brochure noted that there would be a well-stocked kit on board.

Well, that ain't necessarily so.

While a few charter companies are good about checking the supplies in their kits, most may review the kit once or twice a season and refill only when the charterers point out the deficiencies. For example, last year while running a catamaran between Guadeloupe and the BVI,

This little 'ouwie' — a moray eel bite — might not look like much, but it hurt like hell. (Besides, the rest of the photos Doctor Kent provided were just too gross to publish!)

I opened our boat's medical kit and found a few Band-Aids, a dozen aspirin and acetaminophen (Tylenol), some Dramamine pills, a bottle of iodine, a thermometer, a bottle of isopropyl alcohol, a tube of anesthetic burn cream and a small flask of Pepto Bismol. That was it — and because all the meds were actually manufactured in France, the labels and instructions had to be translated.

Assuming you'd like to be a bit more prepared, consider bringing along a medical kit of your own. What should it include? First of all, I will share my bias: I am a minimalist. I travel light, carry only essentials, and improvise or purchase the rest while underway. Nevertheless, I still use the following principles when determining what to bring with me from home. Since there is no such thing as a "standard" medical kit, I try to anticipate what my needs will be. For example, (as the would-be captain) I consider how many people will be aboard and how long we will need to be totally self-reliant. Hours? Days? What access to medical supplies or help might I expect in the ports I am visiting?

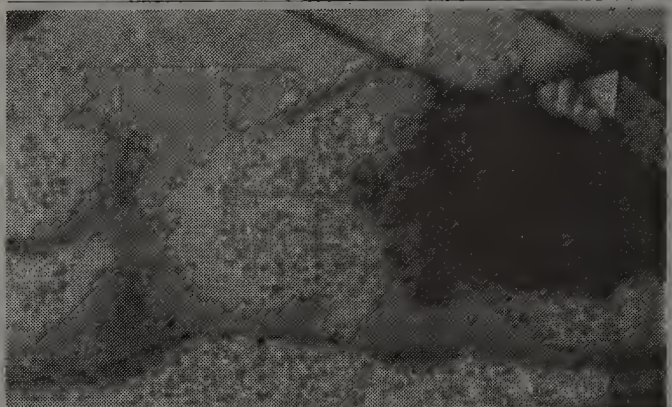
From years of experience I know what my own personal risk tolerance is, but what is yours? Are you willing to accept the trade-off between the economy of a simple kit and the risk of not having everything you might need? Or are you a risk-adverse person who would bring along an entire hospital supply room if given the chance? Are you an improviser? Could you easily build a traction splint for a broken leg out of boat hooks and duct tape? Your answers to these questions will determine how complete a kit you should travel with.

Also, I always consider the kind of physical environment I am preparing for — especially potential problems with heat and humidity such as heat exhaustion or dehydration. Realistically, it may take days or even longer to acclimate to the tropics if you are coming from a cold northern climate.

As the skipper I need to know if any

LATITUDE ARCHIVES

KENT BENEDICT



Clockwise from upper left: Beyond the normal call of duty, Dr. Kent molds a crewman's broken hand; valise-type first aid kits work well on boats; before you strip down to work on your 'all-over tan', be sure to lather up with a good sunblock or your trip could be ruined.

of my crew or guests have significant health problems such as diabetes or heart ailments. If so, I emphasize that they *must* bring an ample supply of their own prescription medications.

There are a variety of other medical issues to consider, especially when traveling to less sophisticated charter venues. For example, will there be children

POTENTIAL KIT CONTENTS

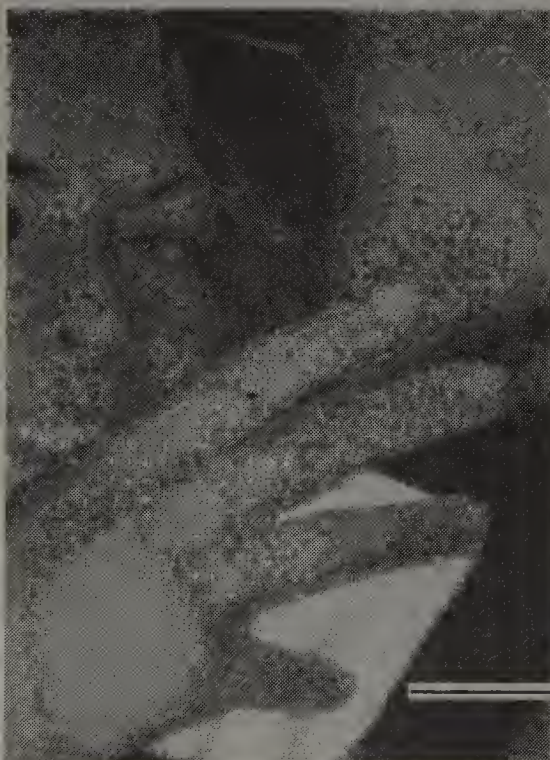
Trauma Supplies:

- Elastic bandages (Band-Aid or Coverlet) — assorted sizes, cloth adhesive preferable
- Butterfly bandages or strips (Steri-Strip or Coverstrip) — for wound closure, assorted sizes
- Tincture of benzoin
- 2" x 2" sterile gauze pads
- 4" x 4" sterile gauze pads
- 8" x 10" sterile gauze pads
- Nonstick sterile bandages (Telfa or Metalline) — assorted sizes
- Prepackaged individual sterile oval eye pads
- Metal or plastic eye shield
- 1", 2", and 4" rolled gauze (Co-wrap or Elastomull)
- 2", 3", and 4" elastic wrap (Ace)
- 1" rolled cloth adhesive tape
- Moleskin
- Syringes (10 ml) and 18-gauge intravenous catheter (plastic portlet) — for wound irrigation
- 4 1/4" x 36" SAM Splints (minimum 2)
- Antibiotic ointment (Polysporin, Bacitracin)
- Silver sulfadiazine 1% cream (Silvadene)
- Povidone-iodine 10% solution (Betadine)

General Supplies:

- Duct tape
- Paper clips

KENT BENEDICT





LATITUDE ARCHIVES

aboard? Children often have trouble taking pills, so perhaps some liquid form of medications should be brought. What kind of radio/telecommunications is available? All charter boats are equipped with a VHF radio, but will you also have a cell phone, and will it work where you are planning on sailing? Will there be someone onboard with special medical skills such as an EMT, a nurse or doctor? Will there be anyone aboard who is pregnant? This could be a real problem with nausea and dehydration if you will

be chartering in the tropics. Having focused on the potential needs of your group, ask yourself if you realistically have the time, energy, inclination and expertise to custom-make your own kit from scratch, or would you be better off looking for the most appropriate "off-the-shelf" kit? Not everything listed in the box (below) will be appropriate for every charter, but consider it a basic checklist to work from. Some of these items, of course, may be out of the question unless you have access to an experienced sailing physician willing to advise you on the use of — and prescribe — the antibiotics and narcotics listed.

If you do end up carrying prescription drugs, let me give you this strong cautionary note: A physician should be consulted before any medication is taken by a child, pregnant woman, or nursing mother. Make sure that you are not allergic to any drugs that you plan to use.

Sharing medications with others is potentially hazardous and is not recommended. Do not treat yourself or others unless there is no alternative and you are comfortable with the problems. Carefully review the dose, indications, and adverse effects of all drugs that you plan to carry.

Also, in order to be fully prepared — particularly in more remote areas — you should carry a good medical guidebook. Peter Eastman's *Advanced First Aid Afloat* or Paul Gill's *The Onboard Medical Handbook* are two books which have been used by sailors for years. I can also recommend just about any of the wilderness medicine books by Paul Auerbach or Eric Weiss.

Once you have decided on what you want in your kit, pack it carefully, keeping in mind it should be easily storable, easily accessible, and easily transportable. In addition, it needs to be organized logically to minimize rummaging and searching. In my opinion, soft valise-type bags with handles (seabags) fit the bill nicely. They come in various sizes, are easily stored, easily transported, lightweight, and can carry multiple smaller nylon bags inside. I use double Ziploc bags within the kit for extra protection.

Finally, you might check out some of the back issues of *Latitude 38* (see be-

— WHAT YOU BRING DEPENDS ON WHERE YOU'RE GOING

- Safety pins
- Paramedic or EMT shears (scissors)
- Splinter forceps (tweezers)
- Oral thermometer
- Wooden tongue depressors ("tongue blades")
- Safety razor
- Cotton-tipped swabs (Q-Tips)
- Sterile eyewash, 1 oz.
- Oil of cloves (eugenol) — for common toothache
- Insect repellent
- Sunscreen/Sunblock
- Acetic acid (vinegar)
- Isopropyl alcohol (40-60%)
- Hydrogen peroxide

General Over-the-Counter Medicines:

- Buffered aspirin 325 mg tablets
- Ibuprofen 200 mg tablets
- Acetaminophen (Tylenol) 325 mg tablets
- Antacid (Tums, Pepcid, etc.)
- Decongestant tablets (Sudafed)
- Antihistamine 25 capsules (Benadryl)
- Decongestant nasal spray (Afrin)

Anti-nausea/Seasick Medications:

- Meclizine 25 mg (Bonine)
- Scigeron (only available outside USA)

- Scopolamine patches (Trans-Derm Scop)
- Prochlorperazine (Compazine) suppositories
- Promethazine (Phenergan) suppositories 25 mg

General Prescription Medications:

- Prednisone 10 mg tablets — for moderate to severe allergic reactions
- Sodium sulfamyl or gentamicin eye drops — for minor eye infections such as "pink eye"
- Vosol or Cortisporin otc solution — for infections of the ear canal, especially useful for "swimmer's ear" (common when snorkeling/diving in the tropics)
- Vicodin analgesic tablets — a strong oral pain medication (contains a narcotic like codeine)
- Allergic reaction kit — epinephrine (EpiPen and EpiPen Jr. or Ana-Kit) for SEVERE allergic reactions to stings, bites, or antibiotics where symptoms rapidly worsen and can become life-threatening

Prescription Antibiotics:

- Amoxicillin Clavulanate (Augmentin) 250/500 mg tablets — a broad-spectrum penicillin-type antibiotic, for bite wounds, skin infections, pneumonia, urinary tract infections, ear infections, bronchitis, and sinusitis; do not take if allergic to penicillin
- Cephalexin (Keflex) 250/500 mg tablets — a broad spectrum antibiotic; a substitute for Augmentin in pa-

tients allergic to penicillin (You do not normally need to carry both cephalexin and amoxicillin; avoid or use with caution in individuals with penicillin allergy)

- Erythromycin 250 mg tablets — another alternative antibiotic for individuals allergic to penicillin; used for bronchitis, pneumonia, skin infections, sinus infections, ear, and eye infections; may cause upset stomach, vomiting, and/or diarrhea

- Ciprofloxacin (Cipro) 500 mg tablets — the best antibiotic for the treatment of infectious diarrhea and dysentery; also for pneumonia, urinary tract infections, bone infections; not recommended for patients less than 18 years old or pregnant or nursing women

- Metronidazole (Flagyl) 250mg tablets — used for parasitic infections such as Giardia or amoeba; also for intra-abdominal infections such as appendicitis (only when medical care is days away); do not drink alcohol; the interaction will cause severe abdominal pain, nausea, and vomiting; do not use if pregnant

- Trimethoprim with sulfamethoxazole double-strength tablets (Septra DS or Bactrim DS) — used for urinary tract or kidney infections, ear and sinus infections, and bronchitis; can be substituted for ciprofloxacin to treat infectious diarrhea or dysentery; but some bacteria which cause dysentery have developed resistance to this drug; do not use in individuals allergic to sulfa drugs or during pregnancy

WORLD OF CHARTERING

low) where I have discussed in more detail many medicine-at-sea issues.

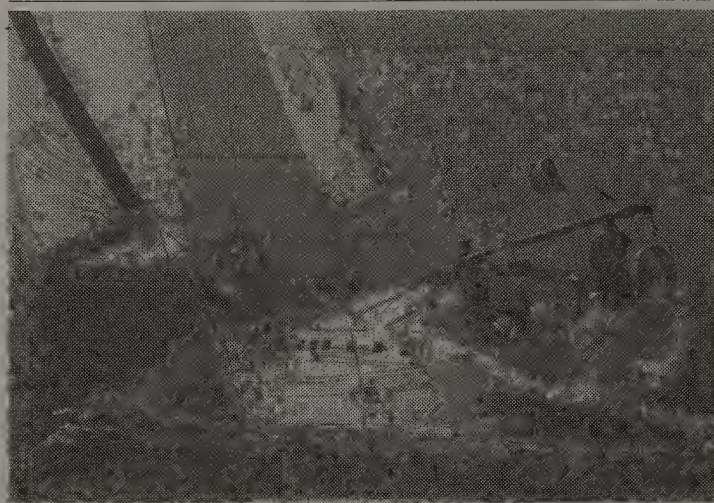
— kent benedict, md, facep

Benedict is a board certified emergency physician who organizes courses on Emergency Medicine at Sea. He serves as the Chief Medical Officer for the California Maritime Academy's training ship, the USTS Golden Bear, and has cruised and chartered extensively.

For further medical insights see these previous Latitude articles: Medical Preparedness, 11/96 (146-149) on general medical preparation; Taming of the Spew, 5/97 (162-166) on seasickness; Medicine To Go, 9/97 (154-158) on how to make your own medical kit; Medical Potluck, 10/97 (150-153) on how to improvise medical supplies; and Hypothermia's Chilly Grip, 3/98 (146-149) on near-drowning and hypothermia.

Charter Notes

Just a few quickie notes this month.



Have you started planning your summer sailing trip yet? Early birds get the best boats.

First, we tip our hats to **Kirk Valentine of Tradewinds Sailing Club & School**. After 40 years of sharing his love of the sport with newcomers, he has recently retired, turning over the mantle to **David Cory** who says he intends to run it for the next 40! Located at Pt. Richmond's Brickyard Cove, Tradewinds is the oldest sailing school in the Bay Area.

Speaking of sailing schools and bareboat rentals, here's an early reminder that **Pacific Sail Expo** will be held at

Jack London Square next month: **April 17-21**. Representatives from charter companies all over the world will be on hand to personally **answer your questions**, no matter how detailed or specific. Picking their brains on a **one-on-one** basis is one of the best ways we know of to enhance your pre-trip knowledge.

In talking with a wide variety of international charter agents lately, we get the distinct impression that the post-9/11 industry-

wide **slowdown has come to an end**. Boat reservations for prime summer destinations are going like hotcakes, so don't wait too long to make your bookings — especially if you want a catamaran or another of the most popular boat designs.

Despite the positive momentum though, we should tell you that there are still some enticing incentives being offered — especially for springtime charters. If you're a **bargain hunter**, we suggest you check Internet sites often for the **latest web specials**.

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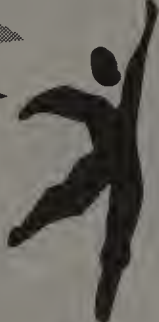
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John Neal has over 194,000 cruising miles and has taught 110 seminars. Amanda Swan-Neal has 152,000 cruising miles, completed the Whitbread, and coaches national sailing teams.

John and Amanda sail an average of 10,000 miles annually on the Mahina Tiare III.

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If so, you might be interested to learn that Latitude 38's Surfin' 63 catamaran *Profligate* will be doing the 55th Newport to Ensenada Race that starts on Friday, April 26.

The idea is to finish on Saturday, celebrate semi-responsibly on Saturday night, then sail back to San Diego on Sunday the 28th. Everybody on the boat is expected to do everything, from grinding and driving to cooking and cleaning up.

This is a 'shared expenses' situation - to help defray the costs of delivering the boat and equipping her with some light-air goodies. Figure on \$450/person for the three days and nights - which is, come to think of it, less than most hotel rooms. If you're a couple, you can have one of the huge cabins to yourself.

Interested? email richard@latitude38.com

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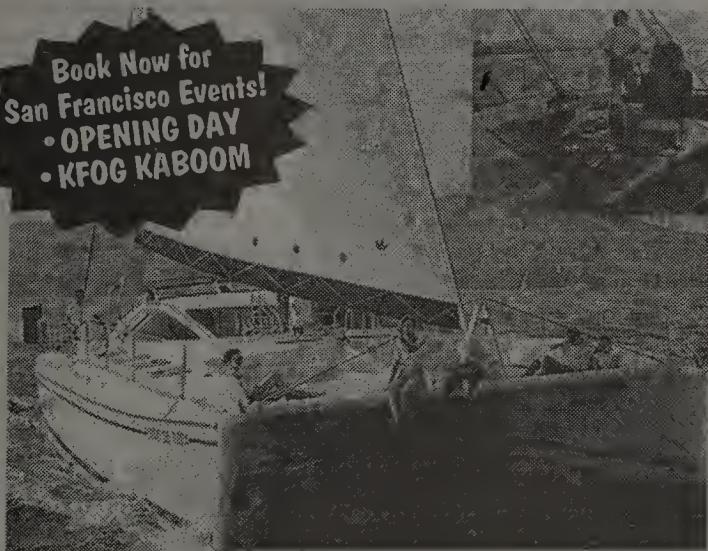


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CHANGES

With reports this month from **Voyager** on getting ready to sail up the Red Sea; from **Chesapeake** on having too much fun to come home; from **Akauahelo** on a good anchorage in Nicaragua; from **Maverick** on Sri Lanka; from **Karibu** on lovely Tenacatita Bay; from **Geja** on taking it slow in the Eastern Med; from **Lady Ann** on Gib and Morocco; and more **Cruise Notes** than ever before.

Voyager — Cascade 36 Kate Rakelly (8 Years Old) The Red Sea (Portland, Oregon)

The September 11th attack on the World Trade Center made our family consider delaying our voyage up the Red Sea this year. And some yachts did opt to go by way of South Africa instead. But now that we are in Salalah, Oman, and we have met the local people, we feel that the Red Sea appears to be a politically safe option.

At present, there are 40 yachts in Salalah preparing to make the always arduous Red Sea passage. Most will be skipping Yemen and heading directly to Djibouti or Eritrea. We feel a little safer because there are currently three British, two French, one German, and a lot of American warships off the coast of Yemen and Somalia. The British have been quite hospitable, inviting us yachties to their ships for cocktails! In a dry country like Oman, my parents say the invites are very much appreciated.

We get daily reports on pirate attacks on vessels off the Yemen coast. Some yachties are plotting the attack locations, hoping to detect a pattern so they can take a route that will avoid trouble. Yachts that have already left have been travelling in 'pods' of four. For some unknown reason, we yachties seem to think pirates won't attack us if we travel in foursomes.

Young Kate makes a new four-legged and one-hump friend in Salalah, Oman. She and her parents felt safe there.

The local people of Oman have been open-minded and friendly. While here, we toured the country and visited the smaller mountain villages. By accident, we came upon a group of Oman women without veils covering their faces. They quickly covered their faces with their sleeves. But after realizing that we were a family — my father kept his distance — we were able to talk and see their faces. They were very beautiful, with high cheekbones and olive-colored skin. All of them wore lipstick, colorful gowns, and gold earrings.

The people of Salalah seemed indifferent to the fact that we are Americans.

— kate 2/15/02

Chesapeake — Catana 44 Cat Marvin & Ruth Stark Key West To Cuba (Folsom)

We purchased our used charter boat in France in early '98 with the intent of self-delivering her to the Bay Area — but we're having so much fun that we don't know when we'll sail back under the Golden Gate. So far, we have sailed in Europe, across the Atlantic, and up to Maine for two summers — yummy lobster! We're now in Key West about to head off for Cuba, Belize, and Guatemala.

Key West is really an island connected to other smaller islands by bridges strung out over 150 miles from Miami. One bridge is seven miles long! We can assure everyone that there's no place like Key West. Thank goodness! When we were here 20 years ago, it was a small town full of ag-

ing hippies and laid back people looking for sunshine. Some became bankers, some became bag people, and the rest became real estate agents. Since Key West is the southernmost place in the continental United States, why isn't it called Key South?

As I write this, we're bouncing four feet up and down while 35 knots of wind howls through the rigging on this black night at anchor. They call this a 'Serious Norther', and they aren't kidding, as we didn't have worse conditions on our Atlantic crossing. Key West seems to get one of these Northers every few days during the winter. There are maybe 100 boats anchored out in this shallow bay with no protection from the wind. People come here because it is the end of the United States and the place to wait for good weather to depart for The Bahamas, Cuba, Mexico, or other points south. There are not enough marinas to accommodate all the boats, but if there were, it would give the economy a real jolt. Slip fees here are \$2.85/ft/night! — twice the cost of most nicer places. In other words, it would cost us over \$125/night to be closer to the disco music. It even costs \$4 just to land your dinghy.



PHOTOS COURTESY CHESAPEAKE



Spread; The Starks and the Catana 44 they bought in France. Insets; A grand but crumbling building, and a modern taxi in Havana.

It's a week later, and we're now in Cuba. After that mean Norther came through, we were more than happy to leave Key West. We cleared the reef there about sundown to start the 110-mile voyage to Hemingway Marina, which is nine miles west of Havana. We had sloppy seas and were kept busy by winds between four and 18 knots, the Gulfstream, and the traffic in the shipping lanes. Marvin was adamant about making the most of the wind and not motoring. We started with the genoa only, then the genoa and mainsail, and after a couple of jibes finished with just the spinnaker. All these changes in just one night.

We arrived at Hemingway Marina shortly after noon, but it was almost dark before we got to the gin and tonic phase. After entertaining 11 different groups of Cuban officials — including two cocker spaniels to sniff for drugs and another to sniff for explosives — we were ready to get on with our lives. Hemingway Marina is old, but pleasant and secure. It has electrical hookups, potable water, laundry facilities, and restaurants. At a cost of

\$.45/ft./day — less than \$20 for us — the price is certainly right. In fact, it's the smallest nightly rate we've ever paid.

The friendly Cubans are happy to see Americans and our dollars. Even though it is easy to get here from the States, there still aren't a lot of American boats mixed in with those from Britain, France, Canada, Australia, and other countries. For an American to officially travel to Cuba, it's necessary to telephone the Coast Guard, who will fax you a form to be filled out. You fax it back, they sign it, then they fax it back to you. It's easy enough. Some of the American boats that have been here several times before don't even bother to get permission from the Coast Guard.

There is a supermarket — dollars only — and local vegetable market not far from our boat. Dollars work everywhere, but credit cards from the United States aren't accepted. The weather in Cuba is great in January, so it's not a bad place to hang out — especially if you provision well in advance. Tourists beware, the local drink here is a Cuba Libre, which is local cola served with a splash of cheap rum. Restaurant meals are priced fairly and a local beer is just \$1, a Cuba Libre will set you back \$7.50!

There are several young men in the

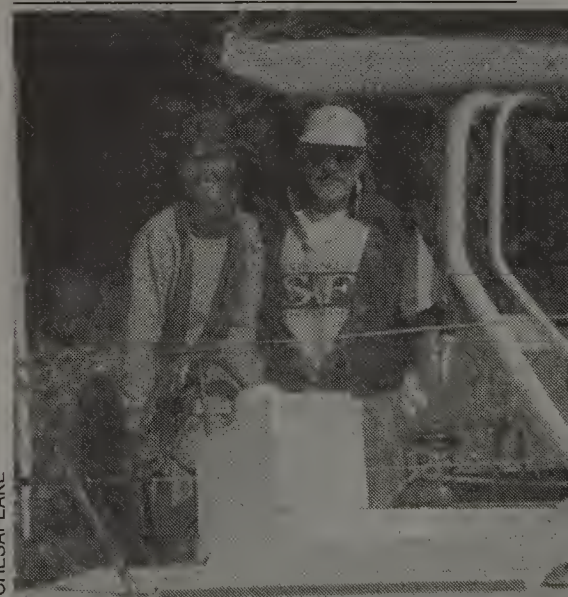
marina willing to work on boats or help with repairs for \$20 a day, but they don't have any supplies. We wanted to get our spinnaker sewn — yet again — and they had a sewing machine that will do zigzag stitching. Alas, they had no thread!

There is a bus that leaves from the Old Man And The Sea Hotel — which is near the marina — every couple of hours to Old Havana at a cost of \$2. The architecture of Old Havana is wonderful, as it's old colonial Spanish with a touch of 1950s Miami. However, the buildings are literally crumbling for lack of money. There's not much vehicular traffic, nonetheless, I haven't seen so many 1948 Chevrolets and 1954 De Soto automobiles since I was a kid. These cars are kept alive and well for service as taxis, but the pollution and smoke they emit is horrendous! Many are painted bright colors and need a lot of bailing wire to keep going, but they do keep going! Some now have Russian engines.

The Cuban spirit is similar to the old cars. The Revolution is many years old and we're not so sure that the current system works so wonderfully, but the populace cheerfully carries on with a *Viva la Revolution!* attitude. The Revolution did away with the rich, greedy, and corrupt, but now everyone is poor. We don't think that being poor is so bad, but they can't even get the most basic tools to lift them out of their poverty. Everything in Cuba is recycled — down to the nuts and bolts. Screws are removed from everything headed for the dump. Boats are often made of old inner tubes and twine. Animals pull carts and plow the fields, and any kind of wheel is valuable.

All the Cubans have been friendly.

Marvin and Ruth left France in '98 intending to self deliver the cat to the Bay Area. They've been having too much fun to finish the trip.



CHESAPEAKE

CHANGES

They love to practice their English on you while you practice your Spanish on them. Most are better at English than we are at Spanish. After Russia folded in 1994 — which created a real upheaval here — many schools changed from teaching Russian to English as the second language, and the U.S. embargo really started to bite. The lives of those living in the country seems to be a bit better, as they have access to more produce and the occasional bit of beef that happens to fall off the back of a truck. We took a daytrip into the mountains to see the countryside and the tobacco growing area. It was really beautiful. Every vehicle was stacked to the brim with produce and/or people.

Sailing west along the north coast of Cuba, the predominant winds are from the east. We stopped every night at deserted islands or mainland anchorages. Most of the sailing is behind the long reef that stretches some 165 miles from Bahia Honda to the western tip of Cuba. The water is incredibly clear with plenty of marine life. The locals will trade you lobster for almost anything. For instance, we got three lobster in return for a baseball cap. In cash, the going price is about \$1.50 per lobster. But please, no more lobster for us, as we've been having it for lunch as well as dinner. While at anchor one evening in a remote cay, a Cuban fishing crew rowed over and gave us a dozen lobsters! We had to force them to take a total of \$10 and a T-shirt each. They weren't really after the money, but liked getting the shirts. The fishermen are incredibly poor, and have to fish with hooks from wooden rowboats. They looked longingly at the old 4 hp outboard on our ding-

The Starks have cruised 'Chesapeake' in the Med, across the Atlantic, up to Maine twice, and are now heading to the Caribbean.



CHESAPEAKE

ghy.

At most stops, the *Guardia Frontera* keeps close tabs on you. When you check into the country, you receive a visa and *despacho* listing all of your planned stops. The visas cost \$20 each, the *despacho* \$15. At each stop the *Guardia* checks you in and out. Cubans are not allowed on your boat!

In the country villages, you see goats, pigs, cows, chickens, and other animals everywhere you look. Despite having very little, the people seem happy. The staples of the Cuban diet are rice and beans, which are distributed at low prices. A typical government worker is paid about \$30/month. Tourism is the biggest source of income, followed by sugar. All in all, we Americans should count our blessings that we live in a dynamic, democratic country with limited corruption and plenty of opportunities.

— marvin and ruth 2/05/02

Marvin and Ruth — Your last sentence perfectly sums up how we felt after our two week cruise along the north shore of Cuba.

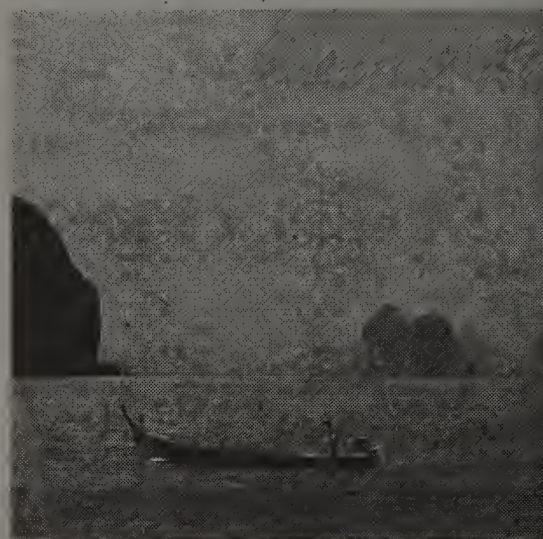
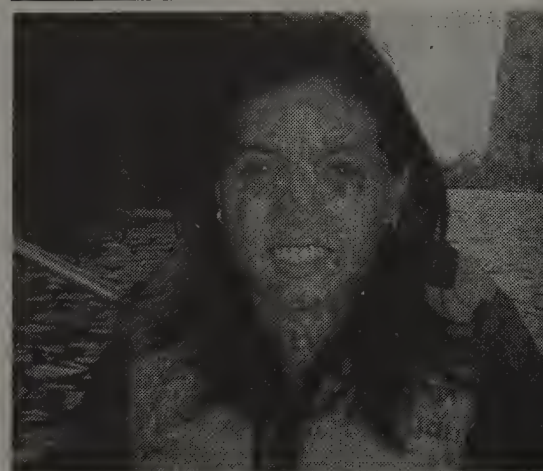
Akauahelo — Royal Passport 47

Brent & Susan Lowe

Another Good Nicaraguan Anchorage (Seattle)

Most southbound cruisers are now targeting Playa del Sol or Barillas Marina in El Salvador for a stopover on their travels toward Costa Rica and/or Panama. We stayed at Barillas Marina — which was as excellent as everyone has reported — before moving on south along the coast of Nicaragua and toward the dreaded Papagayo winds that blow in January. The next anchorage that everyone seems to aim for is Nicaragua's No Name Bay (11°30.47 N, 86°10.17 W), which, unfortunately, is about a 36-hour run from Barillas and may involve a night arrival. No Name has a very easy approach, but we still don't like entering strange anchorages in the dark.

Based on comments from the crew of *Rocinante*, which had gone ahead of us, we noted a slight coastal indentation on our chart, and decided to attempt an afternoon anchorage near the town of Masachapa, Nicaragua. We set our anchor in 18 feet of water with excellent holding in sand about 300 yards in front of two upscale resorts at 11°48.26 N, 86°31.60 W. The easterly winds blew strong all night, but the water was flat and we were comfortable. Our boat was a real novelty, so every fishing *panga* had to circle and wave. One gave us a couple fish for din-



ner, while others offered lobster at bargain prices. We did not visit the town of Masachapa, which has a rustic pier, because it appeared there was only a moderate Papagayo, and we wanted to get south quickly. It turned out that the Papagayo wasn't so moderate, so it probably would have been fun to visit Masachapa.

There didn't seem to be any port captain or immigration where we anchored. We don't know what supplies were available ashore, but given the two upscale resorts, we expect that all the necessities could be had.

We suggest that those cruising this part of the Central American coast give this anchorage a try.

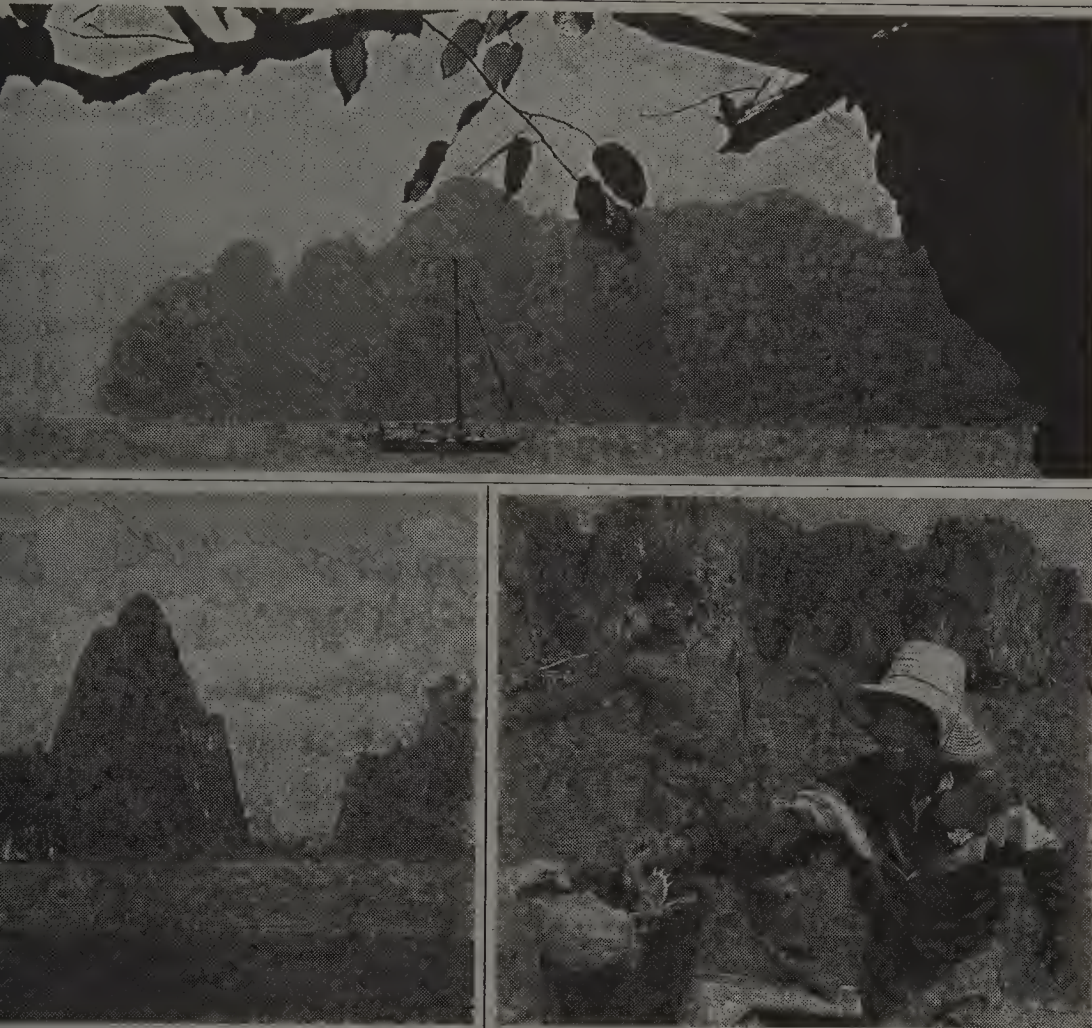
— brent & susan 1/24/02

Maverick — Ericson 39

Tony Johnson And Terry Shrode
Galle Harbor, Sri Lanka
(San Francisco)

As planned, we departed Phuket, Thailand, on January 8 and headed for Phang Nga Bay, a three-hour journey. We set our anchor near a hong — an island with a hole in the middle — where lots of tourist boats were unloading their charges for a paddling adventure. We took our dinghy in after them, and enjoyed a sense of superiority, having sailed our own boat

IN LATITUDES



Clockwise from top left: Num, friend of 'Maverick'; on the hook at Phang Nga Bay; another shot of Phang Nga Bay; buying the 'catch of the day'.

across an ocean to get there. As the tourists were herded around on a schedule, we drove wherever we wished, whenever we wished, and commandeered a deserted beach. After the tourist boats left, we had Phang Nga Bay — which ranks right up there with the most beautiful places on our voyage — to ourselves. We sautéed some prawns and steamed a lobster we'd bought from local fishermen, and in general amused ourselves by ruling all that we surveyed.

The next day we had a pleasant sail down the east coast of Phuket until we were abeam of the island of Hi, at which point we turned our bow west toward the open sea. We crossed the Andaman Sea in about two days, leaving Pygmalion Point on Great Nicobar Island to starboard, and continued on to Sri Lanka. The passage to Sri Lanka was notable primarily for two things. One was our speed, as we made the 1,132 miles from Phuket in 164 hours — an average of 6.9 knots. We even broke the 200-mile barrier during one 24-hour stretch.

The passage was also notable because we again lost the use of our computer, thanks to a large wave breaking over the deck. We'd left the main hatch cracked to

give us a little air in the cabin, and this allowed a couple of bucketfuls to find their way below. Most of it fell harmlessly on Mr. Shrode, who was sleeping. Had his howls and yelps been amplified by the Grateful Dead's sound system, they still would not have been heard by the captain, who was staring at a suddenly wet and blank computer screen.

Sri Lanka, as some readers may know, is the home of the Tamil Tigers. They are not a baseball team, but rather the descendants of former slaves, most of whom now live in the northern part of the island. The Tigers are now fighting to subdivide Sri Lanka — which one would think is small enough already — into two states. The harbor at Galle, where *Maverick* is now rafted to a large steel yacht, has in the recent past been the target of attacks by the Tigers. The Tigers would have divers attach explosives to boats in the harbor, blowing them to smithereens. (Anybody remember that band?)

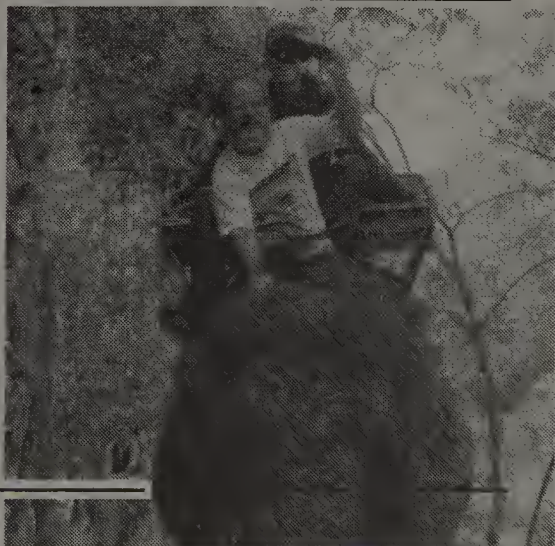
The government of Sri Lanka has taken a number of defensive measures, including putting guards all around the harbor, closing the harbor off with nets at night, and checking identifications. In addition, at about 15-minute intervals throughout the night, the Sri Lankan Navy drops small depth charges — similar to very powerful cherry bombs — into the water!

These depth charges sometimes sounded as though they went off right next to *Maverick's* hull, and were a bit disconcerting.

We were warned about this business before we arrived in Galle, and we were also warned about the Windsors, who are the yacht agents who take care of many of the labyrinthine and arbitrary formalities for a fee. The Windsors have been compared to the mafia and to thugs, but we had no trouble with them. True, they charged higher fees than agents in the previous countries we had visited, but they were quite straightforward and timely — positive changes from Thailand and Indonesia. As for the mafia comparison, *Maverick's* captain, in one of his former careers, had occasion to meet with members of the real mafia, primarily at nightclubs in the northeastern United States. He and they would discuss matters of mutual interest — such as whether or not the band should get free drinks. In any event, the Captain can confirm that the Windsors, like the mafia, are courteous and efficient.

Terry Shrode, the ship's motorcycle enthusiast, and the Captain spent a day riding around southern Sri Lanka on rented 250cc dirt bikes. As a result, we finally got to see some of the tea plantations and rice paddies we've heard so much about, as well as some of the small villages. The main city of Colombo is thoroughly modern — and the newspaper even printed a nice photo of Britney. But once we got outside of Colombo, we found that not many large buildings have been constructed since the Sri Lankans gained independence from the British in 1948. This, and the tendency of women to carry parasols against the heat of the sun, gives the country a 19th century look. It's been hot everywhere we've been since the

Prior to heading across the Andaman Sea and Indian Ocean to Sri Lanka, Captain Tony and crew Terry enjoyed riding elephants in Thailand.



MAVERICK

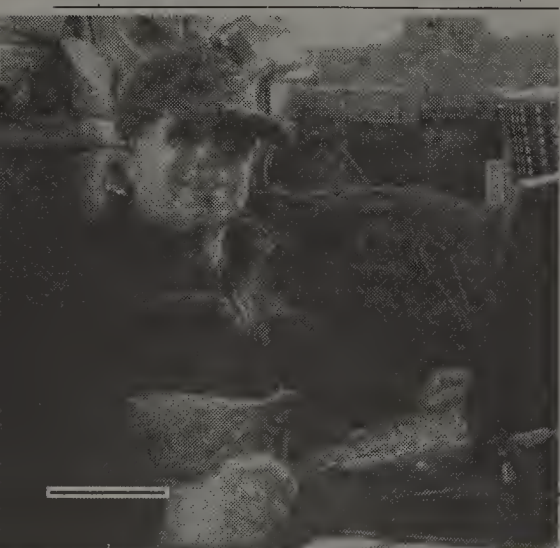
CHANGES

Marquesas, so we wonder why the charming parasol custom isn't more widely observed.

The tasks of replacing the computer and recovering the data from the old one here in Sri Lanka has been odious. So far I have had to make the trip to Colombo — which is three scary hours each way — four times. While the data has been saved, we still haven't been able to get the new and rather expensive computer to communicate with the radio or GPS. As a result, I have been able to see almost none of this country — which superficially seems nearly as beautiful and unusual as Bali. The road from Galle to Colombo holds some interest in itself, as drivers stop at Buddhist temples to quickly give prayers and an offering. It is sort of a supernatural toll — which is certainly needed on this road, as among the travellers they must dodge at terrifying speeds are pedestrians, cyclists, tuk-tuks, buses, trucks, dogs, goats, cows, and the occasional elephant. Osama bin Laden and the Taliban are hated here, but it has nothing to do with September 11. They are Buddhists, and were horrified when the Taliban destroyed the ancient statues of the Buddha in Afghanistan.

One thing I did see — while dining at a fancy beachside resort — was a local mother carrying her child, who must have been about 12, along the beach so he could hear the surf and see the birds dive in the blue water. His atrophied limbs hung uselessly from his torso. Despite the fact that he was nearly as big as his mother, she carried him with an ease that suggests she's probably carried him the same way since arising from the birthing bed. And that she'll probably continue to do so until she can no longer walk. Having seen this, the captain, who had been in a whiny mood because of laptop problems, suddenly felt grateful to be able to

Captain Tony at the nav station with the computer. With saltwater pouring in and all, he's had a hard time with hard drives.



MAVERICK

exist on the same planet with this woman and her son.

Tomorrow we're off to the Maldives and then the gauntlet of the Red Sea.

— tony and terry 1/15/02

Karibu — Cheoy Lee 36 Steve & Gabriella McCrosky Tenacatita Bay (Newport Beach)

There is so much hype that precedes a visit to Tenacatita Bay — which is 125 miles south of Puerto Vallarta and 50 miles north of Manzanillo — that we were afraid that we might be disappointed. We need not have worried about this pristine little bay.

The fact that there's a good sheltered anchorage in 12 to 18 feet is incentive enough for many cruisers to camp out at Tenacatita for long periods of time, but there's also fine snorkeling, delicious shrimp meals at the beach *palapas*, raft-ups with fellow cruisers, bonfires on the beach — and even surfing! The bay is still pretty much in its natural state, so we could start each day watching the birds dive bomb for sardines, and end each day listening to the hum of crickets in the jungle-covered hills. Nights in the anchorage were so calm it was as though we were being gently rocked to sleep in a baby's cradle.

The peaceful nights were in contrast to active days in the water. I'm still reeling over the fact that I learned to surf in Tenacatita. One day a south swell rolled into the bay, creating waist-high waves shaped like those at Malibu. After a good two to three hour surf session, we'd be starving, so we'd go to the only *palapa* in the area for mahi filets, shrimp, and beers — all for \$7.50. Often times we would spend the rest of the afternoon under the *palapa* with fellow cruisers, discussing everything from world travels to boat maintenance. Sometimes, it's nice when there isn't a choice of watering holes, as the one becomes the meeting place.

The Friday night raft-ups were another excellent way to meet cruisers. When Don — of the Truckee-based Islander 36 *Windward Love*, who is the self-appointed mayor of Tenacatita — first invited us to a raft up, we have to admit it sounded a little corny. But we quickly came to appreciate those get-togethers for the conversation, good food — and reminders that it was the weekend! Raft-ups allow everyone to meet and chat without destroying any single boat, and just when things start to get stale, full bladders force everybody to retreat to their own boats.

To our thinking, Tenacatita is a para-



dise found, for its clear water, peaceful nights, great surfing, and fine socializing.

— steve & gabriella 1/24/02

Geja — Islander 36 Dick & Shirley Sandys Turkey, Greece, Croatia (Palo Alto)

Cruisers don't need wars because we have all the adventures we need on our sailboats. Maybe the U.S. should try to solve the world's problems by buying everyone a sailboat. Providing the five billion inhabitants of the world with \$10,000 sailboats would only cost \$50 trillion — but think how the economy would be stimulated.

After spending the winter of '00-'01 in California, we returned to our boat in Netsel Marina at Marmaris, Turkey. During April and May, we worked on the boat, so fortunately there are lots of markets and restaurants in Marmaris. Our favorite restaurant was the English Pub right in the marina.

We also needed some work done on our engine, so we hired Tumay Sen, who turned out to be a great mechanic. Needing a diversion while the engine was being worked on, we took a hydrofoil to the Greek Island of Rhodes. While there, we explored the medieval town and castle,



SPREAD, LATITUDE/RICAHARD; INSET, DUSTIN

are available. The rugged and barren islands are surrounded by beautiful waters and inhabited by hearty people. We missed most of the *meltemi* winds by sailing so early in the season, but one big blow forced us to take shelter on Donoussa. It was then that we discovered that "NW 4-5 temporarily 6" on our NAVTEX weather report means the wind will blow force 4-5 for half a day, then blow force 6 for 30 minutes — and finally blow force 7 for two to three days! Our friends aboard *Takes Two* were at the same anchorage, so we got to enjoy the company of Don and Maureen for a few days. Donoussa has so few residents that the local post office didn't even sell international stamps!

We now know why *Odysseus* took so long to get home following the Trojan Wars — the Aegean Sea. The waves are so steep that when it blew force 6 or above, it was impossible to sail our boat to weather. Although Mykonos and Delos are very popular with tourists, they are nonetheless well worth visiting.

We arrived in Sounion on the Greek mainland in early June. The Gulf of Salamis borders the Greek mainland, so the weather was more moderate and predictable. While we were at the Greek amphitheater in Epidaurus, a young lady from the U.S. performed a spontaneous cantata. It was most memorable. The amphitheater acoustics are excellent, and scheduled performances are held on

Since their engine was being worked on before the beginning of the season, Dick and Shirley visited St. John's Castle at nearby Rhodes.



Spread; The Corinth Canal isn't impressive like the Panama Canal. Inset; Gabby, showing off the surfing style she picked up at Tenacatita Bay.

and saw the site of the Colossus of Rhodes, which was one of the Seven Wonders of the Ancient World.

The wind abated from the south in early May, so that's when we began our season of cruising. But we were soon hit by a three-day southeaster. We tied to the dock at Selimiye, but it was so bouncy that Shirley fell off the gangplank. Lots of folks drinking coffee nearby were watching and helpful, so she barely got wet.

The dock at Selimiye didn't have sturdy cleats, so we tied a line across the road and around a statue of a local patriot. The problem was that our line was often lifted two feet off the pavement, and local cars and cycles would skid to a stop when they saw it blocking their way. Our friend at the Falcon Restaurant told us not to worry about it, because the residents were used to having lines tied across the road during bad weather! In any event, it was a nice place to get stuck, and we used the time to learn the rules of Turkish backgammon.

Our prettiest anchorage along the Datca Peninsula was Kalaboshi. This town has a pier with room for six Medties, several good restaurants, and lovely

walks through picturesque countryside. We wanted to see the Greek Island of Kas, but couldn't. The problem was that Turkish Customs wouldn't let us leave our boat for a day — without putting our boat in bond — so we could take the ferry.

We did have a beautiful sail — which we mention because they are so rare in this part of the world — from Bodrum up the coast to St. Paul's Harbor, which is so named because St. Paul stopped here on one of his many trips along this coast. The ruins at Ephesus lived up to expectations by being wonderful. Cruising along the Turkish coast was easy because we were given plenty of warning about bad weather and because there are so many good harbors for anchoring.

We continued on to Greece, where we practiced our stern-to-Med mooring at the island of Samos for about four hours — much to the delight of the restaurant diners on the Pythagorean waterfront. It was no surprise to learn that Pythagoras was born here, but it turns out that there's a lot more known about the ancient mathematician than one reads in math texts. We loved Patmos for its monastery high on the hill and for the fabulous vistas of the Aegean.

The Cyclades Islands were daunting, and we found that no bareboat charters

CHANGES

many summer days.

The Corinth Canal — the steep-sided cut through the Peloponnesian Peninsula — saved us 300 miles on our way to the Ionian Sea. Trizonia Island, which has been reported on in *Latitude*, was as attractive as *Christine Anne* had led us to believe. While at Lizzie's YC, we got to know Allison, who told us she is getting tired of cooking, waiting tables, shopping, and repairing her restaurant. This nice young lady wants to go cruising!

It had to happen sometime. After 14 years, we blew out our mainsail in the Gulf of Patras.

A short time later, some Albanian youths convinced us that we didn't want to take a sidetrip to their country. It started with some children throwing rocks at us while we were in our dinghy. Some bigger and older youths told them to cut it out — but then asked for a 'tip' in a threatening manner. Fear and chaos do not encourage tourism.

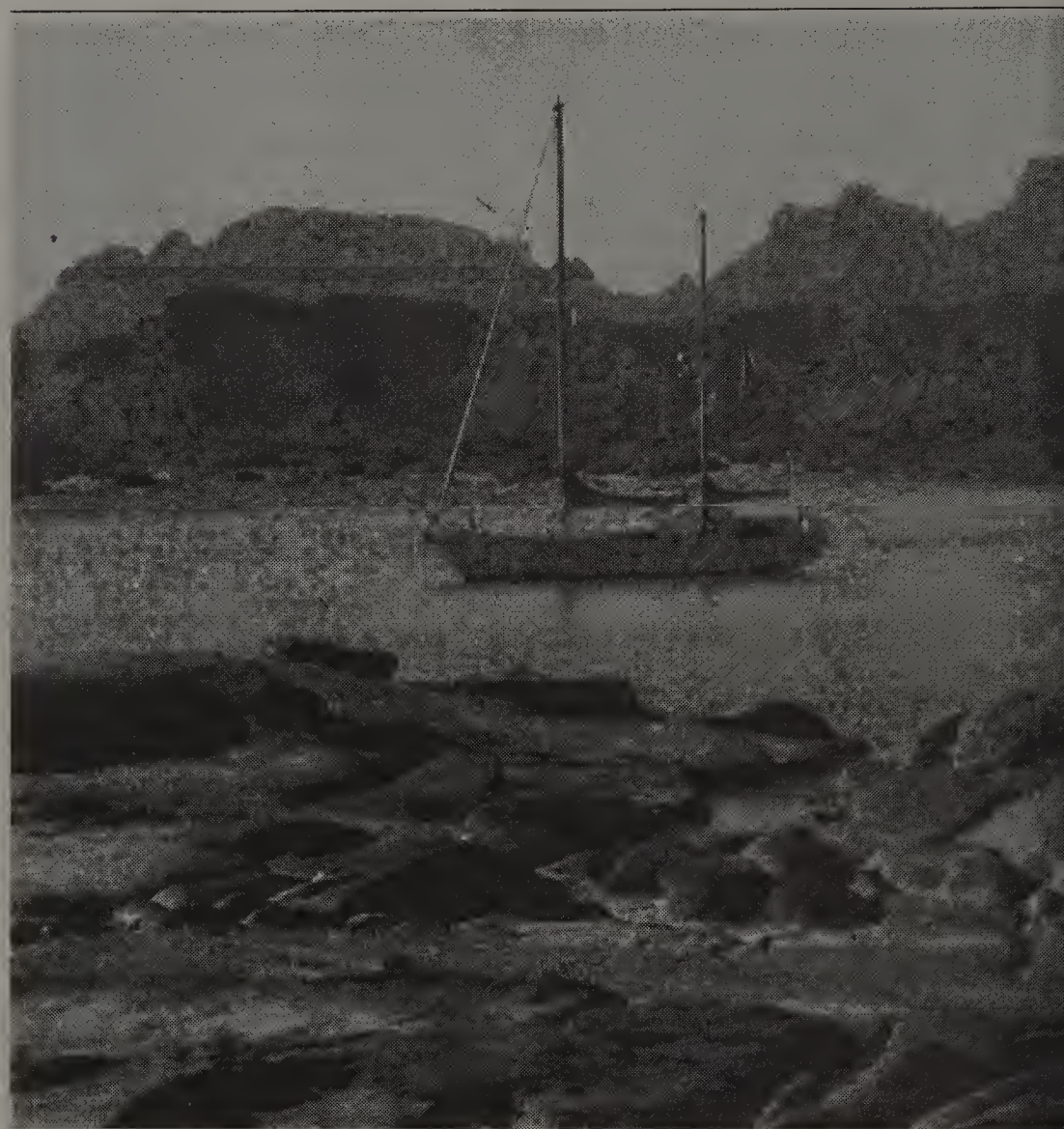
The Ionian Islands proved to be milder and greener than the Cyclades. We toured Cephalonia on a motorbike *a la* Captain Corelli, and saw most of the sights described in that book. Our friend aboard *Window* waited for us at Lefkada, and we sailed on to Paxos and Corfu. There are charter boat companies in Lefkada, Corfu, and Preveza that offer short charters. This is an area that has wind every day and pleasant harbors.

We crossed the Adriatic Sea to Otranto, Italy, in order to make our way north while still avoiding Albania. Otranto is frequented mostly by vacationing Italians, and we found it quite charming. Here we found 'good stones' piled into medieval castles and villages — something we were to find throughout the Adriatic.

Our next stop was the beautiful walled *The small harbor at Kalabashi on the coast of Turkey — one of the best cruising destinations in the world.*



GEJA



city of Dubrovnik, Croatia. *King Harald* came sailing up the river outside Dubrovnik, so of course we had to have a celebration. That made three of us — *Window*, *King Harald*, and *Geja* — in Croatia. From there we visited Mljet; Kortula, the home of Marco Polo; Vis; Split; Brac, and Hvar. The summer music festivals brought out string quartets, a cappella singers and dancers in outdoor theatres overlooking the sea. Dinners were delicious, with entrees such as sea bass, mussels, prawns, and moussaka available everywhere. For desert, there was always Italian *glace*.

After travelling up the Krka River, we returned to Dubrovnik where we put our boat away for the winter. Our favorite harbor in this region had been Vinogradisce near the town of Hvar. The lovely bay has excellent restaurants — and friendly nudes on the anchored boats.

We are still home for this winter, but are planning to visit Venice and Slovenia next summer. It's no use going too fast. — dick & shirley 2/5/02

Readers — We once sailed *Big O* past the site of the Colossus of Rhodes — which

We liked Dave Wallace's photo of Las Gatas in Baja so much that we had him send this higher resolution version. Beautiful, no?

prompted our efforts to try to recall all Seven Wonders of the Ancient World. We couldn't remember them all. Can you? For the correct answer, see Cruise Notes.

**Lady Ann — Irwin 37 MKIV
Willie & Andrea Leslie Family
Gibraltar and Morocco
(Sausalito)**

Our kids, Scott, 12, and Ellen, 10, were delighted to hear that they celebrate Halloween in Gibraltar, as they haven't been able to trick or treat since we left Sausalito in '98. The boatowners in the marina were terrific, offering all kinds of goodies to both the local and boat kids. It was fun to see how the costumes the cruising kids came up with reflected their travels — an Egyptian mummy, Nefertiti, Athena, and an Indonesian princess. We even found a pumpkin at the Safeway — yes, Safeway! — to carve a proper jack-o-lantern.

No matter where you put your boat in Gibraltar — there are three marinas and



AIR OPS

ber 1, but instead of making a straight course for the Canary Islands, we headed for Morocco in company with our Canadian friends aboard *Synchronicity*. We headed for Casablanca just because we liked the sound of sailing toward that exotic port. But when we contacted port control, we were told that the entire port was closed to yachts! No, we could not come in. No, we could not even anchor for the night. We had no choice but to backtrack 10 miles to Mohammedia. We were later told that Casablanca was closed because they are renovating the pleasure yacht facilities there. Still there had been no effort to be accommodating.

By the time we pulled into the tiny port of Mohammedia, it was late in the afternoon and there was no room left at the small yacht club. After a confusing radio contact with port control — which kept asking about our cargo and tonnage — and some shouting in French and English to a group of men on the dock, we were invited to drop the anchor and back up to the bow of a large yacht tied up at the club. It was well after dark before we were settled, and after 9 pm before police and immigration officers had finished their visits.

As in Mexico, you must clear in and out of every port in Morocco. And in each port, the officials painstakingly documented — in a large book — detailed information about our boat and every crewmember. Our passports were also stamped at each port. We paid no clearance fees, and the harbor fees we paid were standardized throughout the country based on our gross tonnage. We're registered at 19 tons, so we paid about \$8 U.S. The formalities were conducted in a professional and courteous manner.

Any concerns about our visiting a Muslim country after September 11th soon vanished, as the officials in Mohammedia and elsewhere offered their sincere condolences for the attacks on the U.S. I speak French, so we were able to have some interesting political discussions. Several people expressed concern that we Americans do not understand the Muslim people. Most of them wanted us to know that the extremists have nothing to do with the large majority of the Islamic world. Some even expressed embarrassment about any connection to the events. Overall, we found the people in Morocco gentle and welcoming.

Walking through town the next day, we were first struck by the contrast of old and new, the modern and traditional. For example, the streets are shared by Mercedes and donkey carts. We saw some



Scott, 12, on the bow pulpit beneath the 'Rock of Gibraltar'. Charming and tiny 'Gib' is big with cruisers entering or leaving the Med.

women fully veiled, while others wore short skirts. Men were clad in either the full long robe or Western dress. The cafes seemed to be the place to hang out, but we hesitated entering as they seemed to be patronized exclusively by men. I finally went inside and asked if our whole family was welcome. "Of course, of course! *Entrez, entrez!*" they responded. Not only effusive in their welcome, they couldn't do enough for us. We enjoyed a *cafe au lait* and croissant for 75 cents. They also sold beautiful French pastries that we took home for later.

Each of the four cities we visited in Morocco were walled cities, with fortresses dating from the 18th century when the Portuguese ruled this coast. Within these old walls were the casbahs, the very heart

One of the many noisy and colorful markets in Morocco. Sorry about the photo quality, it was taken from a photocopy.



one anchorage — you are in the shadow of the majestic Rock. We were surprised to learn that the solid looking big rock is actually honeycombed with 40 miles of tunnels. We took a cable car to the top on a foggy day and visited the impressive St. Michael's Cave, which is so large that it's home to a huge theatre and the man-made siege tunnels that have come in handy for defense during many wars. The famous Gibraltar apes kept us amused during our hike. They were especially fond of Scott and kept jumping on his head. On the way down, we stopped at a Moorish castle dating from 700 AD — another reminder of the interesting history of this strategic spot.

The town of Gibraltar itself was a pleasant surprise. There is a Disneyland-like quality to the place, with pedestrian-only stone streets winding up toward the Rock. We enjoyed a spot of tea at the oldest pub in town, and the kids were enthralled by the Gibraltar crystal works, where you can watch the blowers create beautiful vases from the end of the long tubes.

We pulled out of Gibraltar on Novem-

CHANGES

of the cities, which buzzed with activity. We loved taking in the sights and sounds, shopping at the open markets, choosing fruits — such as prickly pears or tiny sweet mandarins — and sticky sweet pastries from wooden carts or stalls. The Berber handicrafts were interesting and unusual. Having resisted carpet sellers in Egypt and Turkey, we caved in here, and now have a beautiful Berber carpet — intricately woven in wool and bright colored silk — on our boat.

After Mohammedia, we sailed down the coast to El Jadida, another tiny fishing harbor, where our boat was tied up right below the walls of the old fort. Exploring the fort was like a game of hide-and-seek, as there were many levels, tunnels, and narrow alleys. The markets were crammed with colorful pottery and mounds of bright yellow and red spices.

From El Jadida, it was only a two-hour bus ride to Marrakech. We spent most of our time in this famous city walking the crowded and winding alleys of the lively casbah. Marrakech, unlike any place we've ever been, was a true assault on the senses — shouts from the vendors, musicians banging drums and rattles, the scents of spices and incense, brightly-colored costumes of dancers and silk robes, snake charmers, medicine men, and storytellers. We were warned that if you stood still for too long, someone would put a snake around your neck or try to paint your hand and foot with henna. True to the reports, by the end of the day Scott had sported a cobra on his shoulder, and Ellen and I had danced with a fez on our heads. All day Willie kept an eye out for Cat Stevens — hey, maybe that was him sipping a coffee on the square!

Essaouira was our favorite — and final port — in Morocco. Although the small harbor was jammed full of fishing boats, the city had nonetheless built a pleasure boat dock in an effort to attract yachts. When we arrived, the boat dock was crowded with police boats and other local ves-

sels, so the cruising yachts had to raft three and four boats deep. Still, it was the most inviting harbor we visited in Morocco, and they have plans to expand by 2003.

The fort at Essaouira is well restored, and dozens of Spanish cannons still stand as sentinels along the ramparts. Inside the walls, the city is bright with white-washed buildings that are an interesting blend of Berber, Portuguese and French architecture. We got carried away with the crafts, which were mostly carvings from the fragrant tulya wood that grows nearby. Leather goods and baskets were also bargains.

Weather kept us in port longer than we had planned, as gale force winds from the north pushed down from Gibraltar all the way to the Canaries. But we felt safe tucked into these little well protected harbors. The extra time gave us a chance to really get to know El Jadida, Essaouira, and the surrounding areas. We visited a Berber village one day by bus. On the way in, we passed camels, donkeys and herds of goats. As we got close to town, we saw huge piles of olives being harvested and then transported by donkey carts. In the dusty market square, men dominated the scene, as spices, vegetables, tools and clothing were being sold under crudely covered tent stalls. The butcher stalls were too gruesome for words, as we stepped over discarded animal heads to get through.

Speaking of live animals, while in Essaouira we negotiated to buy a live turkey. The largest the farmer had was seven kilos — but we still bought it and had it cleaned for our Thanksgiving Day feast. I never want to be that involved in my turkey again, thank you, but we had a lovely dinner with our Canadian friends as guests.

Just after Thanksgiving, we got our weather window and took off for the Ca-

The sounds, sights, and smells of Marrakech were unlike anything the Leslie family had experienced before.



narries. Because of the delay, we had very little time in these lovely islands, as we had to make last minute preparations for our Atlantic crossing. This was a real shame, as the islands seem to have a lot to offer. But as we have learned, cruising involves trade-offs, and as we finish up our circumnavigation, our time in Morocco stands out as a real highlight of our adventure.

— the leslie family 02/01/02

Cruise Notes:

"John Ludwig went overboard from his 30-ft aluminum sloop **Forte** on February 8 near Cabo Corrientes, Mexico, and is presumed dead," report Ed and Daisy Marill of Marathon, Florida-based CSY 44 **Siesta**. Although the details aren't completely clear, it's believed that Ludwig and his wife Ceyla were sailing south of Cabo Corrientes — around the corner from Banderas Bay — when John went over. Cabo Corrientes is sometimes called 'the Point Conception of Mexico', and Ceyla was unable to maneuver the boat in heavy seas. **Forte**, which had completed a circumnavigation under previous owners, eventually washed up on Cucharitas Beach. Ceyla suffered some scrapes and bruises getting off the boat, which was



IN LATITUDES



JEFF COULT

It's been a warm winter in California — compared to Juneau, Alaska. Shiver me timbers! Check out the woman on the dock with the snow blower.

soon pulled back into deeper water. We're not sure where the Ludwigs are from, but the older couple was well known to cruisers from Mazatlan to Puerto Vallarta. The Mexican Navy provided assistance by confirming that *Forte* had gone ashore, and by telling P.V. cruisers how they could reach the Cucharitas Beach by land.

Our heart goes out to Ceyla over the loss of her husband, but we hope that other cruisers can learn from the tragedy. Cruising couples are frequently warned about the dangers of the woman — usually — not knowing how to operate the boat if the man were to go overboard or become incapacitated. Despite the warnings, we'd guess that this is still true in 50% of the cases.

The Marill's also report there had been another potentially serious incident in the same area the day before. Tom Collins and Colleen Wilson had departed Mag Bay several days before hoping to make a non-stop passage to Manzanillo aboard their Catalina 38 *Mokisha*. But during strong winds and high seas, their rudder jammed. Forty-eight miles northwest of Chamela and drifting helplessly at two

knots, the couple notified the Amigo SSB net of their plight. After the fleet offered suggestions that didn't solve the problem, a group of Ha-Ha veterans — **Dolce Vita**, **Great Escape**, **Pipe Dream**, and **Siesta** — developed a contingency plan. The fastest of the boats, Volker and Mai Dolch's Belvedere-based Marquesas 56 catamaran *Dolce Vita*, would be dispatched to tow the disabled *Mokisha* to safety — a 100-mile roundtrip.

Before the cat was sent out, the Mexican navy — much to everyone's surprise — agreed to send out *Patrulla Interceptora 1136*, one of their new 35-foot, 40-knot, drug patrol boats and a diver. The seas were too rough for the diver to do anything, so the high speed boat, not designed for towing, nonetheless started towing *Mokisha* to Chamela. At the same time, a much slower Mexican Navy vessel better suited for towing was also dispatched. The tow proceeded at 6.5 knots, with all the cruisers following the hourly updates. At 10 p.m., *Great Escape* went out to guide the two boats into the bay. Once on the hook, the crews of *Mokisha* and the patrol boat were treated to lots of food from cruisers.

The next day, it became clear that *Mokisha's* rudder post had been bent — apparently by hitting a whale or container — and needed to get to a yard. About then,

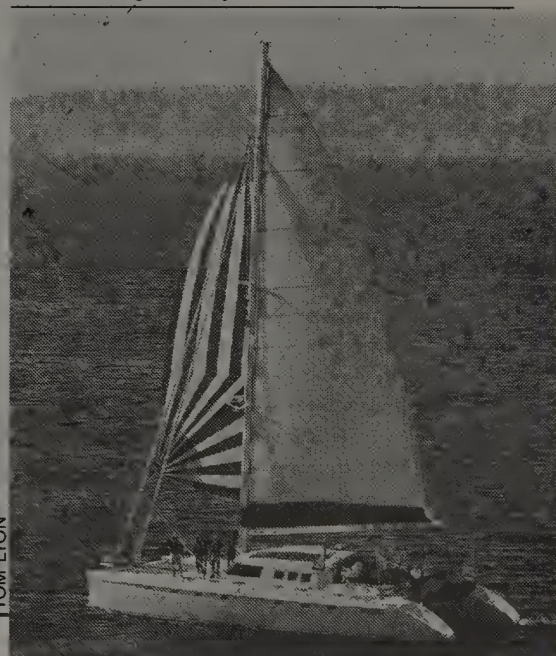
the much slower Mexican navy vessel arrived — and towed *Mokisha* 100 miles up to Puerto Vallarta. The cost of them having sent out two rescue boats that covered a total of 400 miles — \$400! As might be expected, all the cruisers expressed their sincere thanks to the Mexican Navy.

"In response to *Latitude's* suggestion of a **Sea of Cortez Cruiser Clean-Up** this spring, we regret that we won't be able to participate this year as we have to return home in March," report Craig and Sheron Tuttle of the Moab, Utah-based **Sundagger**. "This is unfortunate for us, because we're always looking for ways to give something back to the Sea in return for all it has given us. Hopefully others will answer the call. Maybe it will become an annual event and we could participate next year. In the meantime, we'll continue to do our own little bit by keeping it clean."

Based on lack of response — or more likely an inadequate amount of time for the idea to percolate — we're going to have to postpone a Cruiser Clean-Up for this year. If we're able to put it together for the fall, you two will be the first we're going to invite on **Profligate** to help out. No matter who puts something together like this, it's a great idea, as it would go a long way to bettering the image of cruisers in Baja.

"You also requested a report on **winter weather in the Sea of Cortez**," Craig and Sheron continue. "Our winter in the southern Sea of Cortez has been very enjoyable — although there has been lots of strong wind from the north and boisterous seas. We've had plenty of spirited sailing, especially when headed north, and we've had to spend a lot of time hunkered down in protected anchorages waiting for the Northerners to blow themselves out."

'A friend in need is a friend indeed.' After 'Mokisha' was disabled, 'Dolce Vita' and other Ha-Ha vets got ready to tow her in.



TOM LYON

CHANGES

These, however, provided great opportunities to meet with cruising neighbors over a glass of wine or tea. In the process of logging many miles and hiking the hills, we saw a good side to the aftermath of hurricane *Juliet* — the islands were incredibly lush, green, and vibrant — with lots of wildflowers. We truly love the Sea of Cortez, the people and culture of Mexico, and the wonderful community of cruisers. Sadly, we have to return home early this year, but we're already eagerly anticipating our return in the fall."

"Mitch and Rise Hart of the *Tayana 37 Komfy* notified me in advance of the approximate time they were going to transit the Panama Canal," reports Chuck Houlihan of the Allied-39 *Jacaranda*. "So I got on the Panama Canal's website. When I finally saw their boat approaching, I sent an email to the camera operator and asked him to zoom in. And he did! I was able to see Mitch and Rise wave toward the camera. Family and friends of cruisers headed through the Canal might be interested in these web cam opportunities."

The web cam shots from the Miraflores

ROSS, FORTUNATE ONE



'Sundagger', Craig and Sheron Tuttle's Moab, Utah-based sloop, frolics in lovely conditions near Caleta Partida in the Sea of Cortez.

Locks of the **Panama Canal** are updated every five seconds. For some reason they often seem hilarious — perhaps because of the Charlie Chaplin-like stuttering movements. We just logged on and

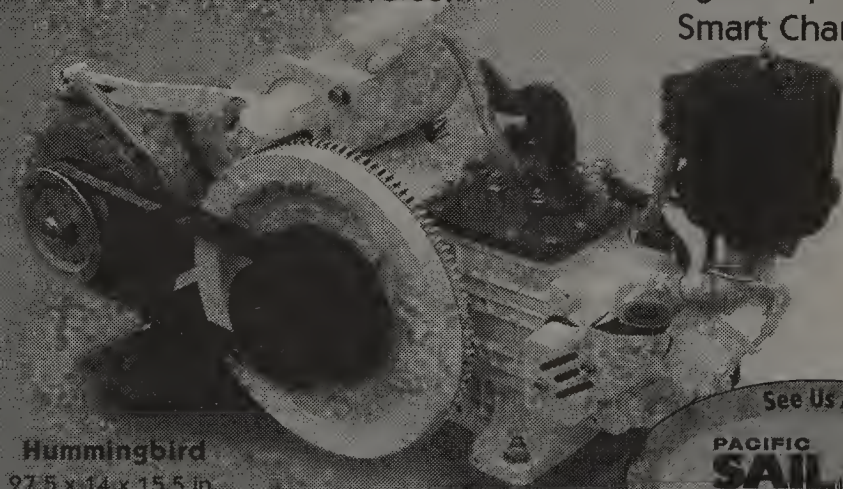
watched two French boats locking through. As Houlihan says, the folks at the Canal will point and zoom the cam as per your instructions — if time allows. Visit the site at www.pancanal.com, then click on 'live camera'.

"My current project is to singlehand my Islander 28 **Summertime** from San Carlos, Mexico, through the Panama Canal," reports Christian Luebe of Palo Alto and Salzburg, Austria. "Can you tell me how much it would cost for a 28-foot boat?"

After we posted Christian's question on *Electronic Latitude*, we received the following quick response from Peter Putnam of Newport Beach. "While delivering the Swan 44 **Gray Wolf** from Tahiti to Fort Lauderdale, we transited the Panama Canal in November of last year, during which time the minimum transit fee was \$500. There was an additional charge of \$50 to have your boat inspected for proper lines, cleats, horns, and heads. In addition, they require a deposit of about \$800 for 'contingencies'. It's possible to rent the required four 125-ft lines for \$15 per day

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VOYAGER



This photo is totally out of context — see this month's first 'Changes' — but we liked it so much, we decided to squeeze it in. The shot is of 8-year-old Kate Rakelly of the Portland-based Cascade 36 'Voyager' during a stop at Oman City, Oman.

— it takes two days for many pleasure boats to transit. Most cruisers take turns serving as linehandlers for other cruisers, but you can also hire linehandlers for \$50/day. Old tires wrapped in plastic are recommended as fenders, as the cement walls of the locks are not forgiving. The transit itself was fascinating. We only spent two days in Panama City — which I liked — organizing the paperwork. There's a TGIF restaurant adjacent to the Balboa YC that serves as a yachting dining room — as well as an upscale dining spot for locals. They arrived in nice suits and dresses, we arrived in shorts and T-shirts. After we transited, we spent a night in Colon. Our quick trip into this town was more than plenty."

"We are so excited to be here at Balboa, Panama, "the crossroads of the world", where there is endless shipping traffic and a great bunch of cruisers," report Ken and Lynn Swanson of the San Francisco and Incline Village-based Morgan 44 **Second Wind**. "Nearby Panama City has to be the provisioning capital of Central America, as you can get anything. It's all working

out well for us, as we transit next week and then continue on to the San Blas Islands. For us, it's been *no problema* finding linehandlers — all the cruisers want to do it.

"We only have 150 miles to go to Hilo at the end of our 4,600-mile Panama to Hilo passage, and are surfing along at 200+ miles per day in 30 to 35-knot trades," report John Neal and Amanda Swan-Neal of the Hallberg-Rassy 46 **Mahina Tiare**. "We had another good stop

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at Costa Rica's Cocos Island, and even took a close look at Clipperton Atoll. There was a new shipwreck and what looks like a mooring on the sheltered side. Unfortunately, it was getting dark so we didn't have a chance to check it out. We have covered 17,000 miles in our sail training program since we left Sweden in May. We've had some awesome sailing, seen lots of new places and countries, and had great expedition members — but it will sure feel good to slow down for a few months. After putting *Mahina Tiare* on the hard from March to July, we'll head home to the Northwest and then to **Pacific Sail Expo** in Oakland in April."

"We've been having a great time here at Tenacacita Bay, which is 125 miles south of Puerto Vallarta," report Rob and Virginia **Gleser** of the Alameda-based Freeport 41 **Harmony**. "We also helped start a VHF cruiser's net for here, and Barra de Navidad, and people have really gotten into it. The last net controller gets to pick the next one, so all the shy people who have never done it are having to step up. Fun! We think Tenacacita is really special because it's the first anchorage

MAHINA TIARE



Amanda Swan-Neal enjoys the freshest of fresh-water showers in the tropics. In the dinghy. With her red dress on. No wonder John took the photo.

since we left the Sea of Cortez that 'has it all'. The Sea has it all — up until mid or late November, at which time the Northerners start blowing and the air and water temperatures get too cold. But it's not cold

down here. It's hot today and the 82° water makes for comfortable swimming. The water is clear and there are lots of fish, so the snorkeling is good — and from time to time a dolphin or whale will come by. There are 8 peso beers at the *palapa* on the beach, the exciting jungle ride starts next to the anchorage, the anchorage has flat water, and we've even got fleet officials and royalty — Mayor Don and Queen Lena of the Truckee-based *Islander* 36 **Windward Luv**. The couple, who spend five months a year here on their boat, are both self-appointed, but everybody loves them. We had planned on making it down to Z-town, but we have to be back in the States too soon for the additional 500 miles to have made sense. After all, we have 600 miles of going to weather before we can haul **Harmony** at San Carlos."

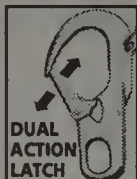
If anyone was looking for lighthearted sailing fun in the tropics, Tenacacita Bay wouldn't have been a bad place to be on February 4, as it was the site of the first annual — hopefully — **Tres Palapas Race**. The concept, developed by Alan Wulzen of the Marin-based Cabo Rico 38

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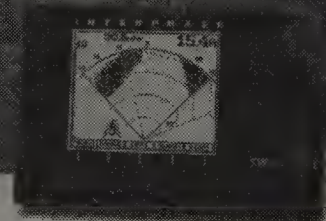
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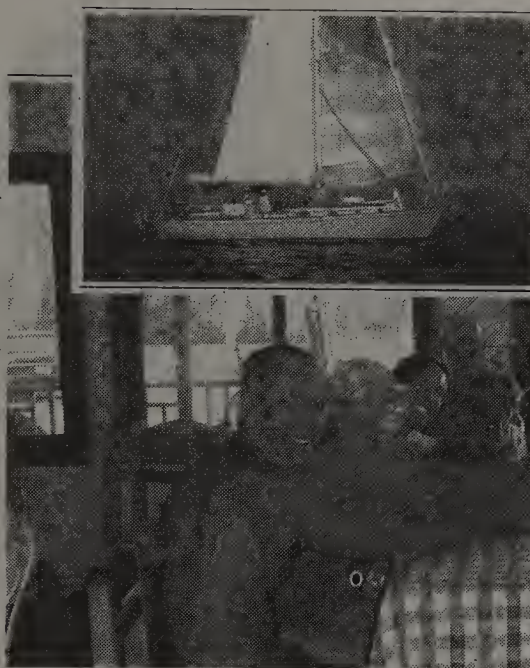
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NANCY SHAW, JAN LOOMIS



Spread; Some of the crew from the Tres Palapas Regatta. Inset; The Peterson 44 'Viajera'.

Rick & Elkie Cunningham, BVIs; **Sabrosa**, J/44, Greg King and Wayne Noecker, Long Beach; and **Kiapa**, Santa Cruz 52, Peter & Susan Wolcott, Kauai. We wished the event had been held four days before,

when we were there with **Profligate!**

In their annual report, former Santa Cruz residents Ralph and Kathleen Neeley of the 45-ft sloop **Neeleen** report that they continue to enjoy the gypsy life in retirement. They were well into it when we first met them in Antigua many years ago, then again later in Trinidad. For what seems like the last five or six years, they've been in the Pacific, mainly Fiji. "Last year was

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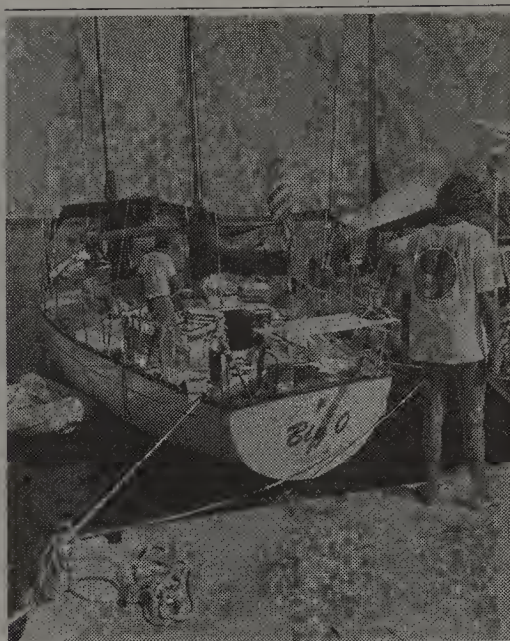
CHANGES

our year for sailing, so we headed over to Vavu'a in the Kingdom of Tonga," the couple report. "It was wonderful, with great anchorages and snorkeling. A new island formed overnight just 18 miles away when an underwater volcano erupted, spewing volcanic rock to the surface. Fortunately, the tradewinds blew the smoke and ash away from our anchorage."

"After the '98 Ha-Ha, we sailed down to Panama and then over to Cartagena, Colombia," report Bill and Diana Barash of the Morro Bay-based Cal 39 **Diana B**. "We then began cruising the Western Caribbean, losing our rudder between Roatan and Guatemala. Last July, after three years of cruising, our Cal 39 made a 'one tack' passage from St. Pete, Florida, to Richmond on a flatbed trailer. It was more traumatic than any of our sea passages. Anyway, we're tucked back into Morro Bay again, but would love to hear from all our old cruising friends at dianab49@hotmail.com."

If Mexico is trying to build a 'nautical stairway', what would you call Cuba's plans? A joint venture between Cuba and

LATITUDE/RICHARD



After Castro dies, Cuba is going to be in desperate need of better boats facilities than crumbling end-ties such as these.

foreign investors will result in **30 marinas being built in Cuba** over the next five years, reports our old friend Jose Miguel Diaz Escruch, commodore of the 1,500-berth Hemingway Marina near

Havana. We think it's absurd for any Third World country, Cuba in particular, to believe that they can build — and that there will be a market for — 30 new marinas in such a short period of time. But we'll see. Eventually — meaning shortly after Castro croaks — there certainly will be a market. For details, see this month's *Sightings*.

"We would like to take advantage of *Latitude's* editorial space to say good-bye to all the friends we made during our two-year cruise from Seattle to Cape Coral, Florida," report Dwight and Fran Fisher from St. Jean de Losne, France. "We sold our Fisher 30 **We Three**, which is being trucked back to Washington to be renamed and revived by a new owner. We will miss the camaraderie and generosity of the special people in the cruising community. Being completely off the water is out of the question, so we will be cruising the European canals and rivers aboard our new-to-us canal boat, **Chapter III**. We'd love to hear from everyone, and can be reached at: dffisher_98@yahoo.com or www.canaldiaries.com."

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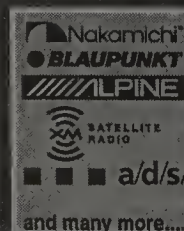
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Ken and Cathy took this photo of Rarotonga — their favorite island in the South Pacific. English is spoken here.

putting the finishing touches on a **First-Timers Guide To The Coconut Milk Run**. Jan and Signe of the Sundeer 64 **Raven** will be handing out copies at Latitude's **Pacific Puddle Jump Party** at Paradise Resort and Marina on March 5. It's 50 or so pages long. It will also be available for download from our website."

If anyone wants to see what it looks like at the stops on the Milk Run from the West Coast to New Zealand, they should check out Ken and Cathy's site, as they are prolific photographers. And

we're willing to bet that their *First Timers Guide to the Milk Run* will be very popular.

"After the Ha-Ha and losing my Olson 30 **Still Crazy** on the rocks near Punta de Mita, I'm back doing medical work," writes Ron Corbin. "We had a two-year-old who needed skin grafts because of

lower body burns, which reminded me once again how very, very fortunate all of us are who are healthy enough to sail. Yes, I lost my boat, but others have much more serious problems. As you might have heard, I'm in the process of buying **Vedelia**, a 40-ft cold-molded pilothouse sloop that I'd seen at Kauai 18 months ago at the end of my Singlehanded TransPac. At the time, I wasn't in the market and the owner didn't really want to sell, but that's all changed. The owner and I plan on sailing **Vedelia** over to the Ala Wai in Honolulu in March for a haulout, inspection, and bottom job, before sailing back to Kauai. By May or June, I'll hopefully have her ready for sea and can take off for Alaska. After going

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CHANGES

down the Inside Passage, I'd layover for the Port Townsend Wooden Boat Show so that I can show off my new boat."

Thanks for reporting the attack on Les and myself in Rabaul, Papua New Guinea," report Marcia Stromsmoe and Les MacNeill of the Victoria, B.C.-based Corbin 39 **Rio Nimpkish**. We've both back in Victoria, and I'm OK. Les will be OK also, but he's still in the hospital and has lost an eye. For the record, we were attacked while hiking by a total stranger who, by the way, wasn't intending to rob us. The incident was not boat related — other than we would not have been there had we not had a boat. It was our only negative experience in 5.5 years of cruising. While Les is recovering, my job is to get **Rio Nimpkish** back to Victoria from Rabaul. Les can't do it, as he still won't be sailing for a long time — and maybe never offshore again. I could do it with a delivery skipper, except I can't imagine being on **Rio Nimpkish** with anyone but Les. So I'm looking for suggestions on how to get our boat shipped home or delivered home. Can anybody help?

If anybody needed further proof that



Sunny Port Townsend, Washington, site of the Wooden Boat Festival. Don't forget the floppy hats and suntan lotion.

not all the mental cases and victims of drugs and alcohol are on the streets of downtown San Francisco, there was a less violent but similarly **senseless incident in Z-town** a few weeks ago. A group of

young cruisers — Steve and Gabby McCroskey from the Newport Beach-based **Karibu**, Jesse Haas and Anne Lowell from the San Diego-based CT-41 **Taka**, Rob and Kristen from a Florida/San Diego based Pearson 36, and Adam Sadeg of the Alameda-based Morgan 38 **Blarney**³ — decided to dinghy to Las Gatas Beach for a sunset walk to the lighthouse on the point. When they got out of their dinghies, a Mexican fellow came down and pushed the dinghies back into the water. This was weird, so they took the dinghies down the beach a short distance to Amado's Restaurant, where waiters they knew said they would watch the dinghies. After nearly getting to the lighthouse, a waiter came after them shouting. He reported that the same Mexican fellow had punctured the dinghies scores of times with a screwdriver, removed the drain plugs, and pushed them back into the water. The man had been prevented from doing further damage when a waiter whacked him on the head with the dull side of a machete. Rather than flee the scene, the fellow — who was drunk and

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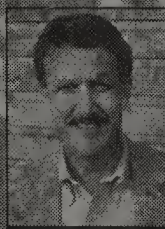
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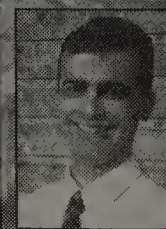
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DUSTIN



Anne of 'Taka', Gabby of 'Karibu', and Kristin of the San Diego and Florida based Pearson 36 — all had their dinghies abused at Las Gatas.

with before heading for the South Pacific. Cruising has been wonderful thus far, and I look forward to several more years of sailing, exploring foreign countries, and meeting new people from different cul-

tures than the one I grew up in."

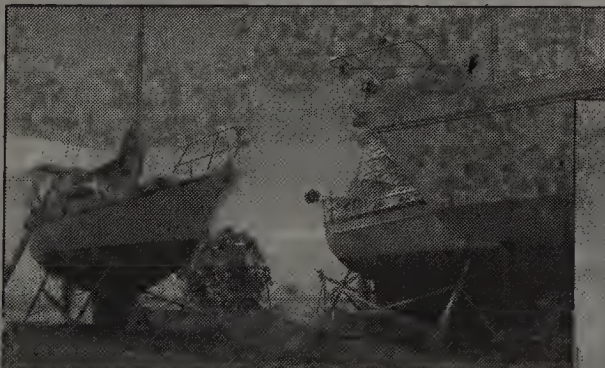
"Thanks to a Christmas gift from a cruising buddy, we now have our first phone in 12 years," report Foster Goodfellow and Sally Andrew, who left Alameda a dozen years ago to cruise the Pacific aboard their Yamaha 33 **FellowShip**. "So our friends should call us sometime. Within Australia, the number is 0422-031-332. From overseas, it's

on drugs — calmly sat down on a beach chair and continued to sip a beer. The police never showed up, but Amado and the man's brother did. They apologized profusely and promised to pay for all the damages. The next day, the cruising fleet in Z-town contributed materials and labor to repair the dinghies, while the troubled Mexican headed for jail.

"I have been cruising full time since departing San Francisco Bay in November of '99 aboard my Kelly Peterson 44 **Sea Angel**," reports Marc Hachey of Auburn. "I'm currently in Port Elizabeth, Bequia, in the Eastern Caribbean, and have logged over 8,000 miles since leaving the Bay Area. About 85% of my cruising has been singlehanded, and I have not had any crew aboard since transiting the Canal on 10/10/01 — a digital date that I'll always remember. My plans are to sail up the East Coast to Massachusetts to visit my Dad for the summer, then return to the Caribbean after hurricane season. Eventually, I hope to complete a circumnavigation — although I would like to find a female partner to share the experience

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CHANGES

61-422-031-332." As some readers might remember, Foster has been suffering from balance problems, so their beloved cruising yacht is up for sale. They are looking to purchase a canal boat.

Earlier in *Changes*, we asked if you could name the **Seven Wonders of the Ancient World**, which were celebrations of religion, mythology, art, and science. Herodotus started a list of wonders in 5th century B.C., but the final list of the Seven Wonders wasn't compiled until the Middle Ages. The Wonders — only one of which still survives — are the Great Pyramid of Giza near Memphis (Egypt, not Tennessee); the Hanging Gardens of Babylon on the banks of the Euphrates River in Iraq; the Statue of Zeus at Olympia in Greece; the Temple of Artemis at Ephesus in Turkey; the Mausoleum at Halicarnassus in Turkey; the Colossus of Rhodes in Greece; and the Lighthouse at Alexandria, Egypt. This has been your classical educational moment for this issue.

We recently received the 2002 edition of the **Trinidad & Tobago Boater's Directory**, a 226-page resource guide and telephone book with lots of color and excellent information. The Directory is dis-

tributed free in T&T, but all the information can be accessed on the net at www.BoatersEnterprise.com/. What does it cost to haul or berth a boat in Trinidad, the major yachting center of the southern Caribbean? According to the Directory, berthing ranges from about .25/ft/night when Med-tied at Power Boats or Peakes, to .68/ft/night at the more upscale CrewsInn Hotel and Yachting Center. Hauling a boat ranges from \$5 to \$6 foot, with a capacity of 200 tons. Laydays are 25 to 55 cents/ft/day.

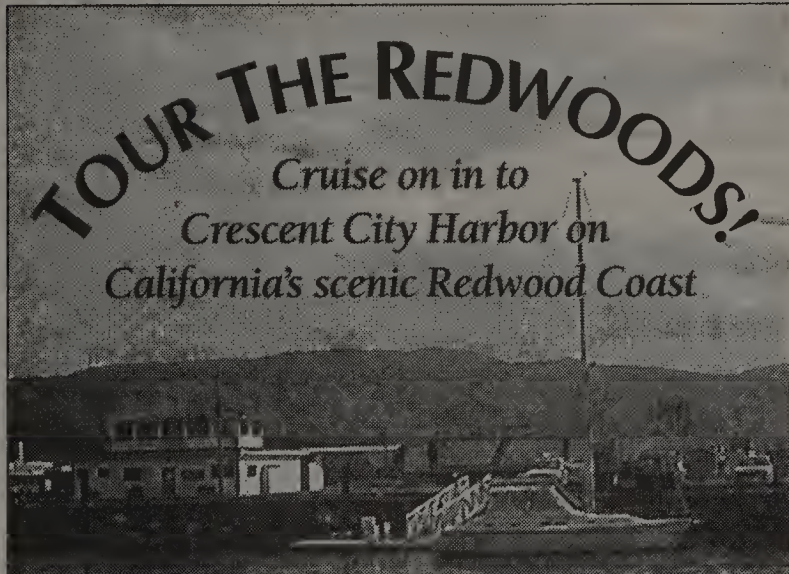
"Another year has flown by and finds us still in Mooloolaba, Australia," report Don and Lynne Sanders of the Petaluma-based Skookum 53 **Eilean**. "The environment is so pleasing and relaxing here in Queensland that we just can't seem to move on. In March of last year, we flew to Tasmania and spent three weeks in that island state. Tasmania is now what California was like before World War II — even the climate. After returning to our boat in Oz, we sailed up to the Whitsunday Islands, where we cruised for three

months. It was relaxing — except for a serious mechanical breakdown. All the bolts on the propeller shaft coupling had broken one by one. Fortunately, the last bolt broke as we pulled in to Arlie Beach's Able Point Marina. There's a tremendous tour and charter boat business there, so there was a machine shop in the marina. After the repairs, we cruised the islands. We later took a day trip to the Barrier Reef, but were disappointed after the Marquesas and Tuamotus. Perhaps we're jaded or just didn't get to the right spots."

Don and Lynne closed by saying that they were thinking about heading west next cruising season if the political situation improved. However, we also received a quarter page ad for their boat, so perhaps their plans are unclear.

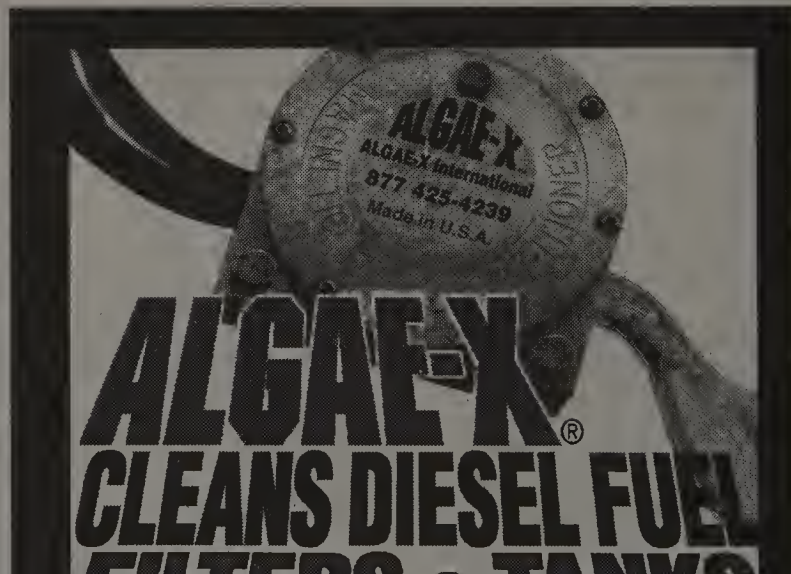


"We were recently in Mazatlan," report Dave and Merry Wallace of the Redwood City-based Amel Maramu 46 **Air Ops**, "where we were paying \$24/day for our 46-footer at Marina El Cid. That's not bad, and the monthly rate is even less. Marina Isla Mazatlan also has lots of room, and they now have water at all their docks and a fuel dock." The Wallaces attended

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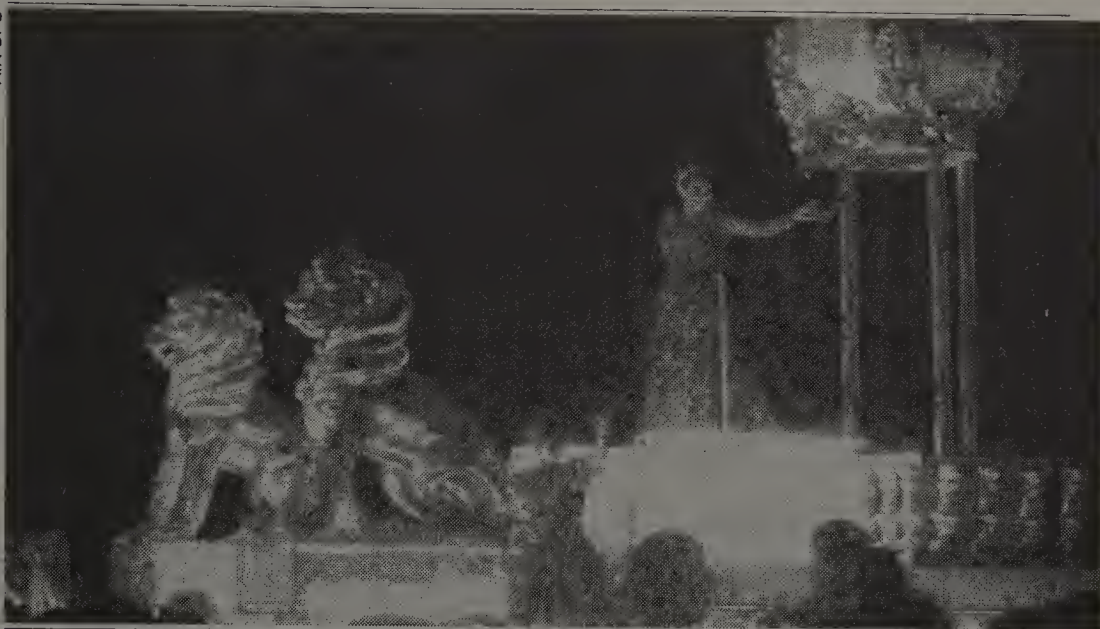
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AIR OPS

Carnaval, which is a big deal in Mazatlan. Dave's cameras failed him when the most bizarre float came along. It featured three-foot long rats on each corner, there was a big coffin in the center, and an Osama bin Laden-like figure was dancing on the coffin. The float would seem to be sending an oddly mixed message, but that's Mexico for you.

"As we write this, we are anchored in the stunningly beautiful Caleta de Campos between Manzanillo and Zihuatanejo," report the Winship family aboard the Clayton-based Crowther 30 cat **Chewbacca**. "We left Bahia Santiago on an overnight passage, and had a balmy and pleasant motorsail under a big moon. Luckily, we encountered none of the long lines or nets that are set along this coast. Caleta de Campos is a lovely anchorage — but only when the weather is calm and there is little or no swell. We used two guides — Charlies and Raines — to pick a place to enter and drop the hook, and found their information to be accurate. We dinghied ashore this morning to explore the town, which is a half mile walk up on the bluff. It was Sunday, market



One of the floats — not the Osama bin Laden one — from the large and festive Carnaval celebration in Mazatlan last month.

day, so the *tiendas* were full of fresh fruit, veggies, cheese, eggs and all manner of canned goods. And the street was lined with flea market style vendors. Bruce was able to purchase five gallons of gasoline

from a man who sold it out of drums from the back of his truck. Diesel was also available at about 10% higher than Pemex. We provisioned with fresh food, had a delicious lunch at a small "economical comida", and returned to *Chewbacca* before the afternoon winds and surf picked up. We felt very welcomed at Caleta de Campos.

"A few weeks ago," the family contin-

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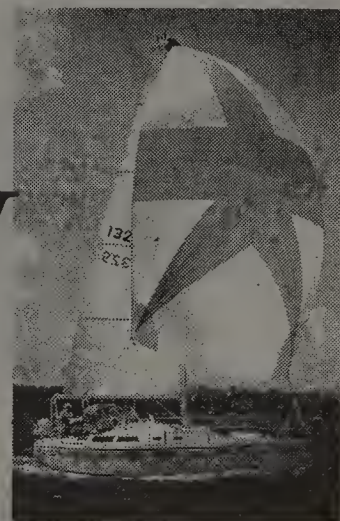
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CHANGES

ues, "we were anchored at beautiful Tenacatita Bay, which was the 'kid mecca' of the Mexican coast. When we were there, there were 18 kids — ranging in age from 20 months to 19 years — on nine different boats: **Amazing Grace, Chewbacca, Dulcinea, Malahia, Silhouette, Sirens Song, Simple Pleasures** and **Wild Blue**. After school activities included surfing, boogie boarding, skim boarding, surf yaking, swimming at the river mouth, fort building and geo excavation on the river bank. There were also family games of tag football, beach volleyball, and the ever popular jungle/mangrove ride. Grown-up activities included sitting under the *palapas* swapping stories, a kid book and school supply exchange, a Women's Gathering, a Men's Gathering — where they discussed the poetry of Walt Whitman and/or watched the classic video *Fast Boats and Beautiful Women* — and lots of raftups. The scenery was beautiful, the beach pristine, and cruiser camaraderie high — making for a perfect combination. *Chewbacca* will now mosey south, however, as Central America beckons."

Quite a few cruisers at Tenacatita remark favorably on the clear water and

LATITUDE/RICHARD



Looking for crystal clear water? You get it in the Caribbean — even at the end of the runway at Baie St. Jean, St. Barts.

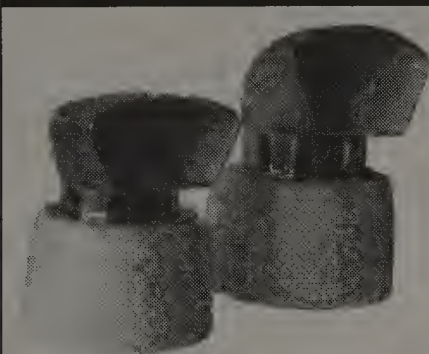
quantity of fish. Tenacatita is a wonderful place to be sure, with lots to offer, but if you were to compare the water and fish quality with many other places in the **South Pacific** or **Caribbean**, it would not rate high. On a scale of 1 to 10, we'd give Tenacatita a 4, while we'd give many places in the Caribbean and South Pa-

cific a 10. We're talking about places that are teeming with dazzlingly colored fish, and where the water seems clearer than vodka. We don't say this to trash anyone's feelings about Tenacatita, but merely to remind folks that when it comes to clear water and plentiful fish, it gets better. Much, much better.

If you're in Mexico, please don't forget the Punta de Mita to Nuevo Vallarta **Spin-naker Cup for Charity** to be held on Wednesday, March 13. *Profligate, Capricorn Cat*, the 52-ft cat **Little Wing**, and several other big boats have promised to participate. Just show up at Punta de Mita about noon with \$25, and we'll make sure you get on a boat for the great spinny run back to Paradise Marina. Or, bring your own boat and raise money with her. This event was previously scheduled for March 12, so note the new date.

The next day, Thursday, will be the start of the really big event, the **10th Annual Banderas Bay Regatta**. There will be racing on Friday, Saturday and Sunday, and great social events every night, including the big awards ceremony on Sunday night. See you there!

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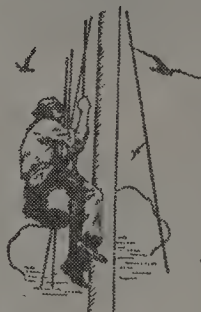
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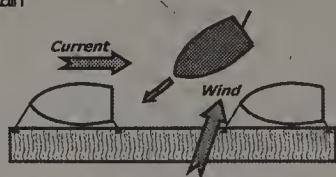


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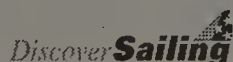
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24 FEET & UNDER

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ISLANDER BAHAMA 24, 1964. New main, assorted sails, radio, lifejackets, battery charger, depthsounder, Porta-Potti, 12 volt and 110, anchor. \$1,800/obo. (707) 649-2579.

WEST WIGHT POTTER 19, 1991. Short rig. Excellent condition, rigged for singlehanded sailing with furling genoa. Many custom features including teak/mahogany trim inside and out. Electrical system with monitor, fan, high/low lights, AM/FM/CD stereo, 12v aux. outlets. New upholstery, drapes, Porta-Potti, stove, anchor and depth indicator, Interlux non-fouling blue bottom paint. Sun shade. 5 hp Merc. Kickup rudder, mast raising system and custom storage cover. Trailer with spare. \$7,500. Email: mrl1348@aol.com for more info or call (209) 795-3553.



HELMS 24, 1979. Panacea. US documented. Very lightly used. Lots of equipment. New sails. Excellent condition inside and out. Sleeps 5. Located Benicia Marina. A great buy. \$7,000/obo. Call (925) 930-2823 or (925) 287-0603.

MacGREGOR VENTURE 22, 1973 with trailer. 7.5 hp Evinrude, new bottom paint, standing rigging, tires. Sailed mostly on lakes and Tomales Bay. In good shape. Asking \$2,500/obo. Leave message at (707) 539-1175.

21-FT VIPER 640 with trailer and cover. Lake sailed. Excellent condition, fast and fun. Race or daysail. \$10,500. Call (530) 243-1111.

WEST WIGHT POTTER 19, 2000 with heavy duty Baja trailer, roller furling, genoa, 110% jib, Nissan 5 hp 4 stroke longshaft, all lines led aft to cockpit. Too many options, upgrades and modifications to list here. Boat in Santa Cruz, CA; can deliver. Over \$20,000.00 invested. A great deal for \$15,500. Will consider reasonable offers. Call (831) 425-1779 or email: 1sullivan@msn.com.

RANGER 23, 1973. Gary Mull design for SF Bay. Sails: like-new Pineapple main and jib, extra main and jib, 2 spinnakers. New sheets, mast rigging within past 2 years. Lines led aft for singlehandling. Outboard engine in good condition. Bottom clean, interior clean, cushions/pedestal table in good condition. Portable head, very good condition. Teak wood trim well maintained, bulkhead completely replaced, new wiring. Galley has stainless steel sink, separate alcohol stove. Spin pole, sail cover/bags, anchor, depthfinder, compass, battery charger. \$4500. Boat is at Brickyard Cove Marina in Richmond CA, slip F3. Marina manager has indicated slip might go with buyer but must be negotiated directly. Interested parties may contact Sharon Early at (415) 461-6302 or email: searly89@hotmail.com.

YANKEE DOLPHIN 24, 1966. Keel-centerboard pocket cruiser. Sparkman & Stephens designed. Solid hand-laid fiberglass. Beautiful lines. Mostly original. New main. \$4,900. Call (415) 456-1235 (leave message at the beepbeep).

J/24, 1980. Good shape. Near new main, new Honda 2 hp 4-stroke, trailer, jib, genoa, spinnaker. Santa Cruz. \$4,500. Call (831) 475-4172.



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C&C 24, 1976. Good condition inside and outside. 15 hp Johnson outboard. All standing rigging replaced and bottom painted two years ago. All lines led to cockpit. Berth in Alameda Marina. Auxiliary Coast Guard inspected and certified. \$3,000. Please call (510) 483-3759.

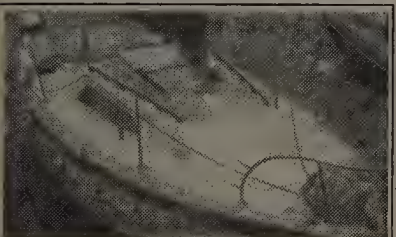
AURORA 21, 1968. Great Bay boat, easy to sail. Fixed keel, all lines led aft. Recently overhauled 4.5 longshaft outboard. Main, two jibs, radio, ready to go. Out of work, have to sell. \$950/obo. (650) 357-0335.



JOHNSON 18, 1995. Very fast. Asymmetrical spinnaker. North sails, one new set, one practice set. Easily planes in light wind. With trailer. \$8,000. Call Morgan (503) 320-0563.

SANTANA 23 RACER/CRUISER. Daggerboard, fast on the water. Sailed at Folsom Lake. Lots of room below deck. With trailer. Asking \$5,500. Will consider partial trade for Lido 14. Please call (916) 933-2346 or (916) 712-3840.

HOLDER 14, 1978 by Hobie Cat. Single hull, seats 4, trailer, extra sails and centerboard. Sailed only in freshwater. Good for learning, fun, and sport. Storage under bow. Photo available. Asking \$1,500. Call Frank (650) 343-4761.



COLUMBIA 22, 1969. Well cared for with 4 sails, multi-stage charger, new stanchions and lifelines, hand made teak cockpit doors, cockpit speakers, delta cover. Bottom done Feb. 2001. Current registration and more. \$2,500/obo. Please call (510) 704-0081.

CAL T4 HULL 79 BY JENSEN. 2 mains, 3 jibs and spinnaker. On trailer in Alameda. Head, stove, depthfinder. \$3,000. Call (510) 531-1967.

ISLANDER BAHAMA 24, 1969. Solid glass boat, sails and looks great. 3 jibs, ready to sail. 4.4 hp Mercury outboard. Moved up to bigger boat. Berkeley slip, J-225. \$1,500/obo. Jerry (530) 867-2072 (anytime).

TWO SAILBOATS. One is a Mistral 16 in good shape. Lots new. With excellent trailer. The other is a Victory 21. Also in good shape, recent sails, genoa. Could use a little paint work. Good trailer. \$950/ea/obo. Call (510) 232-6685.

MacGREGOR 21 MOTORSAILER, 1984. Great Condition, 3 hp motor, trailer. Used in freshwater only. Sleeps 4, all lines led aft to cockpit. Main, jib and genoa. Fast. \$3,500. Call (209) 586-5400 for more info and pictures.

SANTANA 22 #273. Only freshwater sailed. Excellent condition. New standing and running rigging, motor, fresh paint on hull and topside. Bags of sails. Proven fast. \$3,500/obo. Kevin (559) 298-7597.

HUNTER 23, 1990. Excellent condition, little use. Beautiful teak interior, near-new original upholstery, alcohol stove, excellent sails. Galvanized trailer, new rubber. No outboard motor. A steal at \$8,350. Please call (925) 998-5577.

MOORE 24. Race ready. Great sails, trailer, etc. Call for inventory list for all included. Asking \$10,800/obo. Please call (831) 479-3229.

25 TO 28 FEET

CATALINA 250, 1999. Winged keel, great Bay boat. 2001 Yamaha 8 hp with electric start. Standard sails, wheel helm, radio, GPS, stove, full safety equipment, Porta-Potti, enclosed head, sleeps 4. All in excellent condition. \$18,500. (415) 661-6612 or email: socatalina250@aol.com.

CORONADO 25, 1967. Good condition, clean bottom, nice cabin, 2 mains, 1 jib, original Johnson 9.5 hp outboard, head. Sleeps 4. Pete's Harbor, Redwood City. \$3,500/obo. Call Melanie (831) 427-0530.

HUNTER 25, 1983. *Wee Dream*. 2001 hp Mercury outboard. Dodger, VHF radio, head, stove, new depth and knotmeter, bottom job 2001, very clean. NADA lists at \$11,700. Now for \$10,000 Call Ken at (650) 712-9603.

MacGREGOR 25, 1974. Swing keel, depthfinder. Ready to sail. \$3,200. Call (510) 434-9651.

COMPETIN 28, 1975. Fiberglass hull. Hauled last year. New 20 hp Universal diesel. New mainsail with rolling genoa. Good condition with berth at Fort Mason, SF. Asking \$10,500. Call (415) 664-5432 or (415) 819-5096 (cell).

CAL 2-27. Cruise or race. Full electronics, epoxy bottom. Mains. Jibs: 90, 105, 120, 150, brand new Kevlar 140. 3 spinners: .5 oz, .75 oz, 1.2 oz. Head foil, rigged for racing or singlehanded. Atomic 4. \$14,500/obo. Call (415) 924-6553.

CATALINA 27. New sails in 2000. 15 hp outboard. Hauled 9/01. AM/FM/CD. Refrigerator, stove, new interior. Great shape, ready for sail. Owner purchased larger boat. \$5,000/firm. Please call (510) 487-8219.



SANTANA 28, 1976. Meticulously maintained boat, spacious teak interior, sleeps 6. She is fast and fun. Perfect for day and overnight trips. Set up to singlehand. \$10,900 or partnership \$3,700 per plus split fees approx \$90/month with sailing lessons. Call Ross (650) 207-6130.

SANTA CRUZ 27. Fast is fun. Great ULDB. Full set of racing sails in crisp condition, practice sails, good trailer, outboard, dry sailed. Nearly new mast and standing rigging, all Spectra lines, brand new boom, solid. Please call Tony (415) 488-9003.

ISLANDER 28, 1976. Volvo diesel. Harken furler, new jib 2001. Main, sail cover, standing rigging, lifelines recent. New batteries. Great Bay boat. Emeryville. \$11,500. Call (415) 378-8805 or (510) 841-1455 or (415) 378-8080.



CATALINA CAPRI 26, 1991. Great Bay boat for new and experienced sailors. The very responsive tiller makes sailing as easy or as difficult as wanted. The Capri 26 can sleep 4 adults providing an exceptional sailing experience and value for a weekend getaway. Universal 10 hp diesel, 110% jib, new dodger with cover, new Harken MkII jib roller furling system (in-box), VHF, stereo, hot and cold water, head with shower, galley with sink, refrigerated box, alcohol stove, and 110v outlets for appliances. Boat comes fully equipped with many extras. \$17,000. Please call (408) 532-7699 or email: jsundell@pacbell.net.

MacGREGOR 26X, 1998. Roller furler, jiffy reef, main halyard lines aft. 50 hp Nissan 2-stroke. Shorepower with breakers. 3 batteries, charger. Origo, black canvas, more. Easy singlehand, ready to cruise Bay/Delta. Bottom 4/01. \$17,400. Call Jon (510) 704-0704 ext 206.

MORGAN OI 28, 1975. Documented boat in great condition. New in 2000: standing rigging, halyards, mainsail cover, professionally painted mast, boom and spreaders. Tiller pilot, great running Atomic 4. Must see. \$15,800. Call (916) 985-6026.

COLUMBIA 28, 1968. Abandoned at marina. Seized Atomic 4. Rough shape, but good project boat. Clear title, one month free berth to buyer. \$1,500. Richardson Bay Marina (formerly Kappas). Call (415) 332-5510.

COLUMBIA 28, 1969. Solid plastic classic. February 2002 haulout, survey and bottom done. New Harken furler, rebuilt Atomic 4, 100 hours. New keel bolts, new cushions, new sail cover. Tiller, CG head with Y-valve. At SF Marina, berth 367. \$9,900 without berth. Call (209) 258-8508.

B-25, 1995, HULL #48. Very good condition, extra clean, all new sails. Dry sailed and lightly raced over the years. Roller furling, Autohelm instruments. Epoxy bottom. Galvanized trailer. SF Bay Area. \$20,500. Please call (415) 456-7650.



SOUTHERN CROSS 28, 1979. Cutter rig, 4 headsails, Yanmar diesel, DS, KT, VHF, stereo. Tom Gillmer design, C.E. Ryder quality built. Clean. A great buy at \$18,500. Call (415) 479-7031 (msg).

PEARSON ARIEL 26, 1961. Classic Alberg-designed pocket cruiser, very stiff bullet-proof fiberglass hull, .48 bal/displacement ratio, cut-away forefoot full keel with keel-hung rudder. 25 hours on new Honda 4-stroke 8 hp longshaft outboard in engine well. Strong spars with oversized standing rigging and turnbuckles. Easy to singlehand with all lines led aft to cockpit. Lifelines, bow and stern pulpits, marine head, cold-plate refrigerator, AC shorepower, integral freshwater tank. Two mains, two jibs and genoa in good condition. Sleeps 4. Compass, depthsounder, two-battery 12-volt system. Active fleet racing association. See specs at Website: www.pearsonariel.org/ Sausalito slip. First \$6,000 takes it, serious inquiries only. Please call (415) 442-1339 or email: lpeterson@brobeck.com.

COLUMBIA 28, 1968. *White Knuckles*. Need quick sale for new boat. Adler Barbour, Autohelm, cool stereo, reliable Atomic, 6 sails including camber spar and cruising chute. Lots of other stuff. \$4,900/obo. Serious buyers only. (510) 769-7398.



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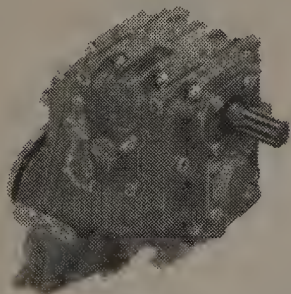
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PEARSON TRITON #3. White Cap. Forespar custom mast, Seldon boom. Westerbeke 10/2 diesel. New Harken traveler on bridgedeck. Autohelm Bidata. Apelco VHF. Norco fridge. Force 10 bulkhead propane heater. Force 10 small barrel BBQ on stern. Lifesling. Stereo. Needs paint and mast support. \$5,000. (916) 455-7650 or email: skpbaker@pacbell.net.

CAL 28, 1966. Inboard, Atomic 4, internal halyards, 2 jib halyards, autopilot, Loran, VHF, clean. Ventura Harbor. \$5,000. Email: email:snowbrink@yahoo.com or call (805) 646-0859.



28-FT SLOOP. Designer Slabby Larson, Denmark, 1960. Draft 4'8", beam 8'10", LWL 20-ft, displacement 9,700 lbs. 3/4 keel, modest overhang. Hull mahogany on oak, teak decks. 30 hp Perkins diesel, low hours. Montgomery dinghy. Very good condition. Master Mariner. See to appreciate. \$22,000. Call Brian (510) 703-8292.

CATALINA 27, 1977. Won last 3 races. Sweet cruiser too. Mainsail new 5/01, 3 jibs, tabernacle mast, spinnaker, Tuff Luff, autopilot, VHF, AM/FM cassette, full set of cushions, head and holding tank. \$7,900. Call (831) 624-1414 or email: paulnel@carmelabodes.com.

NOR'SEA 27, 1979. Aft cockpit cruiser. Beautiful hull. Remodeled interior, clean. Sleeps 4. Roller furling. Autohelm. Yanmar diesel, low hours. H/C water, new propane stove, good storage, new cushions. Loran. VHF. \$30,000. Call (707) 935-6292 or email: abraxas@sonic.net.

PEARSON TRITON, 1962. Atomic 4, 6 sails, knotmeter, stereo, VHF, battery charger. Excellent Bay and coastal cruiser. Clean boat looking for a new home. \$8,000/obo. Please call (510) 769-2152 or (510) 813-2592.

SBB 28. Flush-deck escape pod, ultra-serious passagemaker. *S/V Polaris*. Documented vessel. Go anywhere. Factory built 1984. Yanmar, propane galley. New full batten main, etc. Modern Vertue, beautiful. Go to Website: www.geocities.com/scheer123/photos1.html/ \$19,500/obo. Call (907) 229-7984.

C&C 27. Excellent Bay and coastal cruiser. Loran, VHF, new stereo, depthsounder, autopilot and more. Club-foot jib, 135% working jib, 170% genoa, spinnaker with gear. First one with \$8,500 gets all. Please call (707) 799-7496 or email: crc6@vom.com.

SANTANA 27, 1969. Mull design racer cruiser. New main, instruments and outboard, 5 sails, 2 VHF's, GPS, knot, depth, wind, propane stove, microwave, new legal head, AM/FM stereo, shorepower, 2 banks batteries, EPIRB, reefer, anchor, safety equipment. More. \$5,000. Call (510) 206-6445.

CHEOY LEE 26. Frisco Flyer sloop. Perfect Bay sailboat. However, Atomic 4 died. Comes with good used Volvo diesel. You install. Sausalito berth. \$5,500/obo. Call (707) 923-4345.

CATALINA 25, 1982. Three sails, 10 hp Honda 4-stroke, roller furling, swing keel. Cabin virtually unused. Sitting on 2-axle roller trailer. Boat, motor and trailer used very little and all in good condition. Carson City, NV. \$10,000. Call (530) 308-4996.

BRISTOL CHANNEL CUTTER 28, 1977. Rare listing of a beautifully restored BCC. Originally built for nephew of Lyle Hess. Over \$25,000 invested since 2000. Completely new interior: cushions, paint, floor, counters, stove, custom mattress, seacocks, lamps, lights, varnishwork. Exterior repainted, new decks. Rebuilt engine, new sailing dinghy, new GPS and depthsounder. Watermaker, full sails. Needs lifelines, and minor final touches. Reduced to \$55,000/obo. (831) 423-3969 or email for photos: slickted@pacbell.net.

CATALINA 25/81 WING KEEL on EZ galvanized 10k trailer, exten., power wrench. 10 bags sails, cru. spinnaker, 1/2, 3/4 spinnaker, two poles. Dodger, wind curtains. New Honda. Head with tank. Super loaded, other stuff. Can deliver. So. West. \$12,500. (626) 330 7006.

29 TO 31 FEET

PACIFIC SEACRAFT 31, 1990. Green cutter. Wet 3 months annually. Diesel, wind generator, Viking canister raft, windlass, 9 winches, dodger, bimini, radar. Autohelm 6000, Zodiac, outboard. Valuable spares and accessories. Located Northern Florida. \$97,500/negotiable. Email: thais@pocketmail.com or call (802) 272-0870.

HUNTER 310, 1999. Beautiful 31-ft sailboat. Excellent condition, stove/oven, two showers, hot/cold water, marine head, refrigerator, heavy duty sails, furling jib, CD/stereo, sleeps six. \$56,000/obo. Six months free berthing in SF Bay. Call (650) 627-8517 (hm) or (650) 576-5917 (cell).

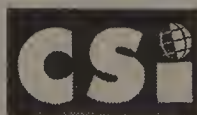
BOMBAY CLIPPER 31, 1978. Yanmar diesel, spacious interior. New Ballenger spar and standing rig 1995. Autohelm, depthsounder, VHF, knotmeter. Cockpit cushions, dodger, wheel steering. Inflatable dinghy, 2 hp Mariner o/b. 2 mains, 4 jibs. \$21,000. Call Sam (916) 332-4891 or email: unlikely1@msn.com.

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ERICSON 30, 1969. Classic fiberglass sloop in great condition. 6 SS Barent winches, lines led aft, many sails, huge mahogany interior, 6'4" headroom, new upholstery. Autopilot, stereo, overhauled fresh water A4 engine runs strong. San Francisco slip. \$8,500. (415) 609-1530 or email: bjgilbert@usa.com.

C&C 29 SLOOP, 1977. *Seaquake*. Universal 16 diesel, well maintained. Four aging headsails, 95, 105, 135, 155. Two spinnakers. Small galley. Good sailing condition, good Bay and coastal cruiser. \$10,000. For picture or inquiries, email: michael.faulk@echobroadband.com.

BABA 30. Completely cruise ready to leave now. \$30,000 in upgrades over the last 4 months. Everything from new diesel, frig, wind generator, solar, SSB, watermaker, to charts and sewing machine. Recent haulout and survey. \$75,000. Call (808) 941-0010 or email: KH7QP@juno.com.



ANDREWS 30, 1986. Racer, cruiser, PHRF 120. Nice condition. 6-ft headroom, Volvo inboard diesel, runs great. Full electronics, 10+ sails. Major 2001 refit. Perfect for SF 30 fleet. Spouse-approved. Must see. \$26,900/motivated. Call for details (831) 588-9169.

CATALINA 30, 1982. New bottom, recent rig job, self-tailing winches, Universal diesel, VHF, stereo, 2 mains, jib, genoa, spinnaker, roller furling, wheel steering, autopilot, hot/cold pressurized water. Berth in San Francisco. \$21,000. (505) 628-8610 or email: s7man@starband.net.

NEWPORT 30. Atomic 4. Sleeps 5, new cushions, nice interior, 4-burner stove with oven, VHF, AM/FM/cassette, new depth/knot log. Great boat, good class, needs some exterior cosmetics. Priced to sell \$8,000. Dave (925) 367-9633 or (925) 829-4647.

SANTANA 30/30GPS. Notorious winner. Hull #1. Optimized by Nelson Marek. Tall rig, elliptical foils, integrated electronics, and extensive hydraulics. No expense was spared by factory to make this LA boat fast. \$27,000. Call Lars (818) 225-1975.

CAL-29, 1973. New bimini, new roller jib, new rigging, many sails, 7 winches, Atomic-4. Well maintained, new cushions, all lines aft, new tiller, new fuel/water/holding tanks, new 3-burner LPG stove, LPG BBQ, new compass, new VHF. Moss Landing. \$12,500. Call (703) 725-2712 or email: petecoleton@yahoo.com for pics.



ALLIED SEAWIND 30 KETCH, 1964. Safest, most cost-effective way to see the world. New Yanmar. Fully restored, fast and comfortable. Appropriate equipment list. Berthed in Key Largo, FL. Ready for Bahama/Caribbean exploration. \$33,500. Photos by email: sfoxf@pacbell.net. Call (305) 852-6265.

CUSTOM 30-FT ULDB, 1977. *Prince Charming*. Main, six jibs, three spinnakers, VHF, tandem-axle trailer. Two year-old AwlGrip paint topsides. Fast, easily handled, proven winner, PHRF 120. Would make great PacCup doublehanded boat. \$8,000. Terry (831) 688-7210 or email: ejd@cruzio.com.

ISLAND PACKET 31, 1987. Great cruising boat. Yanmar 27 hp diesel, Max prop, refrigeration, furnace, Autohelm, VHF, depth, wind, battery monitor, dodger, bimini. 8-ft inflatable, 8 hp outboard and more. Located Bellingham, WA. \$69,000. Please call (360) 756-2230 or email: outsailing2@msn.com.

NEWPORT 30 Mk II, 1976. Needs Atomic 4 motor or equivalent. Well cared for. KM, VHF, DS, Loran. Updated sails, rigging and upholstery. Epoxy barrier coat. Alcohol stove/oven. Good liveaboard. \$6,900. Call (415) 297-5736 (msg).

KNARR 30. Fleet champion. Fiberglass, excellent 6 hp outboard motor and stainless steel mount. Great social group and largest one design racing fleet on the Bay. Winning sails. Marin County berth. Asking \$22,000. Call (310) 383-6806.

32 TO 35 FEET

GULF 32 PILOTHOUSE SLOOP, 1985. Full keel, roller jib, 40 hp Universal, dual steering stations, hot water, inverter, Dutchman main, 8-ft dinghy. Berkeley Marina, D-5. \$40,000. (510) 845-2046.

ISLAND PACKET 35, 1991. Bluewater equipped. Excellent condition. New sails and rigging in 1997. Low engine hours, liferaft, dinghy, radar, GPS, heater. \$125,000. (415) 596-1164.

PACIFIC SEACRAFT 34. *Windshadow*. Offshore cruiser for sale. \$125,000. Will consider trade down to Catalina 30, 1985 or newer, tall rig preferred. (760) 723-5329 or email: wallyworld@tfb.com.

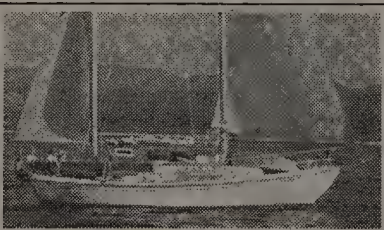
1962 TAHITI KETCH. Teak hull, bronze fastened, Monel fittings. All new 3/8" rigging with Norseman. New paint, new canvas, dodger covers. Hood furling, radar, wind generator, radio, fishfinder, much more. New teak decks. \$27,000/firm. No tire kickers please. Call (415) 225-7817.

PRIVATEER 35 LOD, 41 LOA KETCH. Custom built 1989. Bottom/topsides painted Feb. GPS, VHF, Halon, roller furling, Lectra San, shower, new sail covers, spacious cockpit, electric windlass. Surveyed. One of a kind, see to appreciate. \$47,500. Call (510) 393-5561.



C&C 35 Mk II, 1974. Sleek, fast, cruiser/racer. Dark blue, \$10,000 paint job 6/01. Easy to singlehand, lazyjacks, s/t winches. 30 hp Yanmar, 150 hours. Radar, VHF, autopilot, stereo, Origo stove, diesel heater, electric windlass, all chain, etc. \$62,000. Call (415) 606-0082.

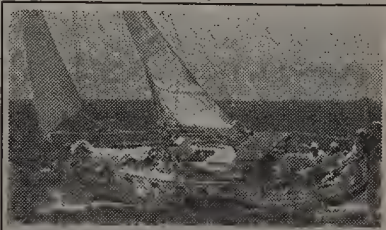
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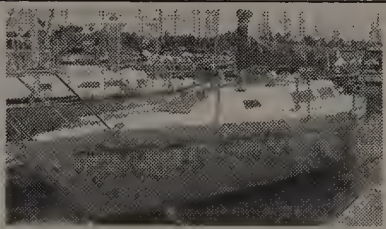
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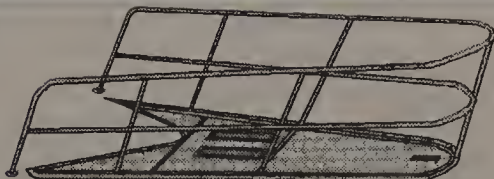
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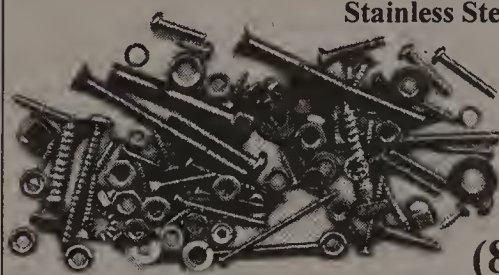
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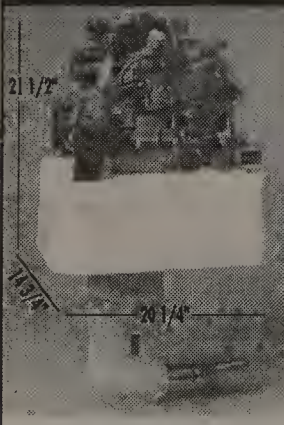


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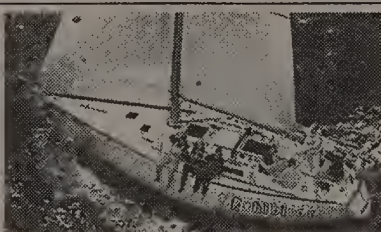
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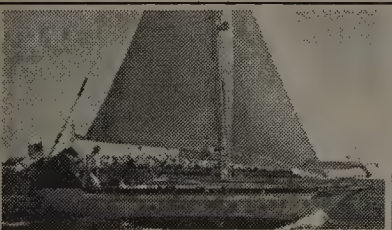
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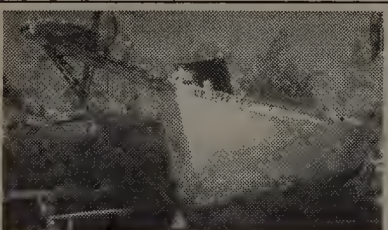
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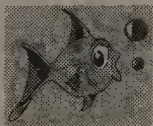
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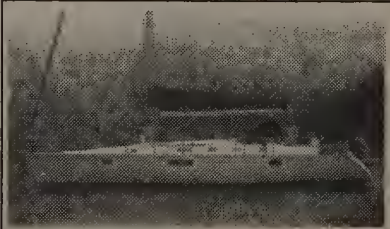
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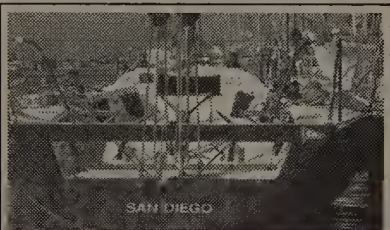


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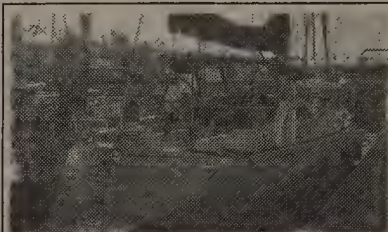
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NORTH AMERICAN 40, 1978. Cruiser/racer by Morgan Yachts. Hauled, surveyed, bottom paint 7/01. 12-ft beam, 7.5-ft draft, 17,000 lbs. Furling jib, 3 spinnakers, 9 bags sails. Yanmar 38 hp diesel, new 1998, less than 300 hrs. New dodger, interior cushions. Teak/holly sole, sleeps 7, full galley. See on Website: www.slickerslog.com. \$65,000. (415) 479-3146 or email: automagic@CallATG.com.



LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: www.emard.com. \$197,500. Call (415) 383-8122.

HARTAUG 49 KETCH. Ferro cement, flush deck, center cockpit. Isuzu diesel, mahogany interior, great liveaboard. As is, where is \$27,500. Call (650) 742-9957.

PETERSON 46, 1981. Center cockpit cutter. Complete refit 2000. Surveyed 10/00. Excellent condition. Cruise ready. No teak decks. Lehman 80 hp. Upgrades: New stainless water and diesel tanks, rigging, wiring, more. New electronics. Located San Francisco. \$139,500. Specs/photos at Website: www.geocities.com/astolp/aifanaspecs.html. Call (415) 499-1880 or email: annestolp@hotmail.com.



ANACAPA 42. Cruise complete with new RIB dinghy, electronics. New sails & rig. 100 hp diesel. Please see on Website: www.bajayachts.com. Located in Bay Area. Call (510) 412-0425 or email: searunner2@yahoo.com.

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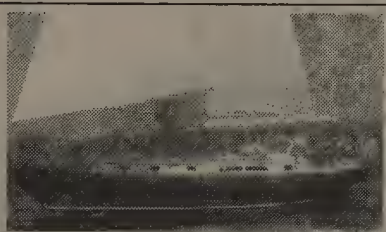
CRUISE OR LIVE ABOARD. S&S Comanche 42, 1970, like Hinckley Bermuda 40. Chris Craft built semi-custom ocean cruiser/racer, f/g, bulletproof, fast, recent refit, new rig, profurl, anchor gear, sails, interior, electrical, dodger. Strong Perkins diesel. \$56,950. Unused Monitor windvane, \$1,900. (415) 331-7576.

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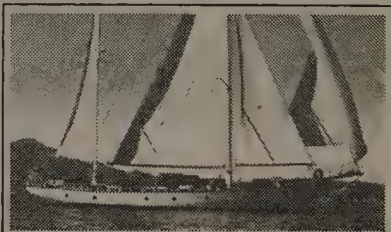


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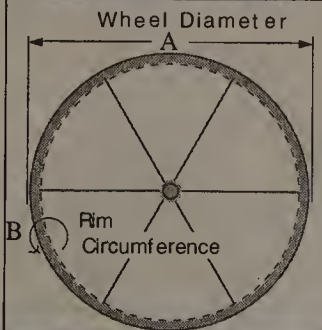
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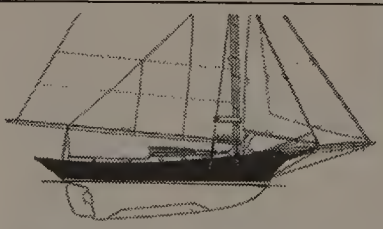
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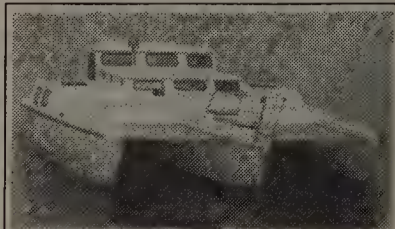
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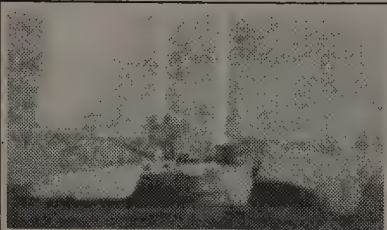
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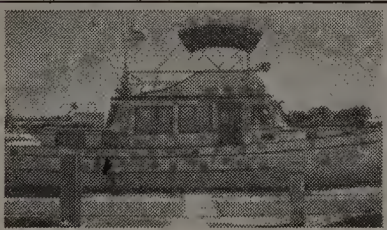
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JUKI COMM. SEWING MACHINE. 110v, walking foot, like new, \$1,000. Kohler genset, 12.5kw, 4-107, motor needs rings, \$1,000. Volvo outdrive, good condition, \$500. Sausalito. Call (415) 786-2749.

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BOATS FOR SALE. RYC Foundation boat sale. Proceeds to support Bay Area sailors. Albin Vega 27 sloop. Volvo diesel. Needs a little TLC. Bargain at \$3,995. Bayliner Trophy, 2460, cuddy option. OMC V-4 I/O. Clean and ready to go. Go fast at \$5,995. Snipe. Trailer included. Competitive boat. \$2,300. DeWitt dinghy. Good shape, fun boat. \$1,500. Millimeter. Trailer included. Remember the mini-12 meters? Join the fleet. \$495. Call Tim (415) 716-3208 or Del (510) 233-1286.

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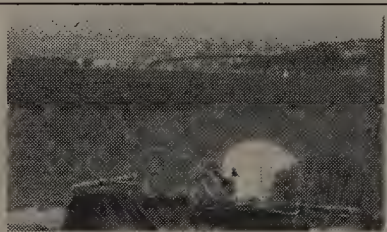


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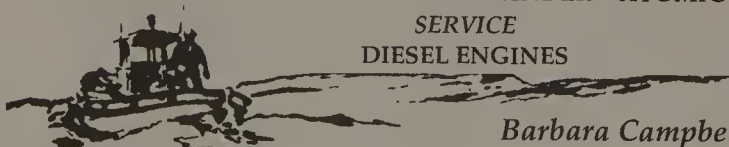
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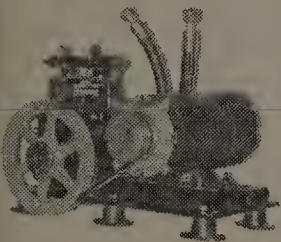
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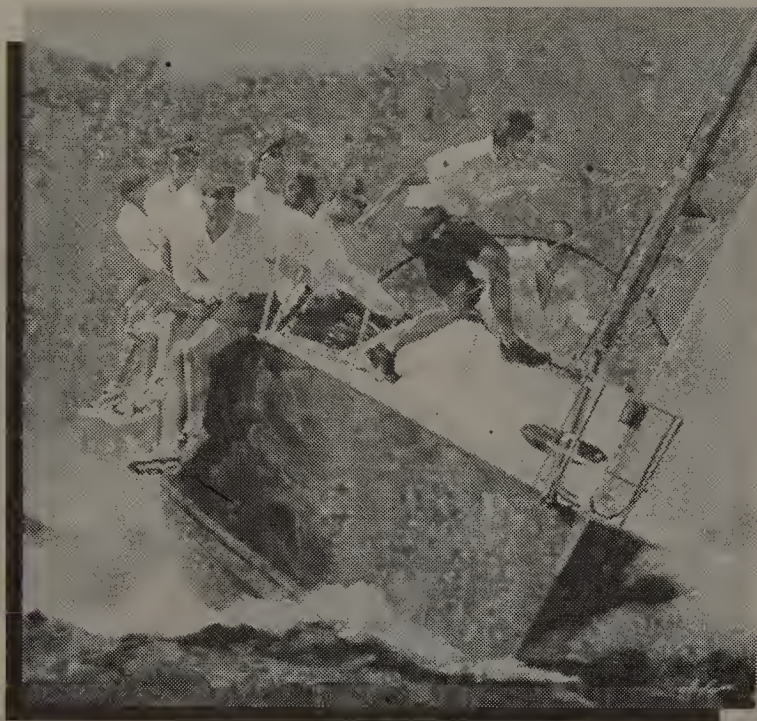
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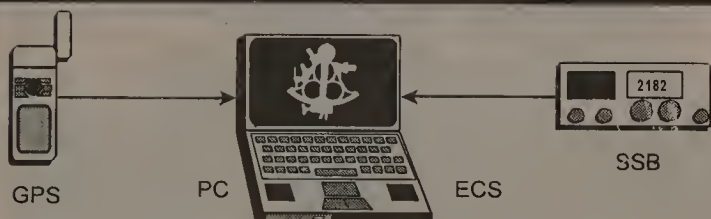
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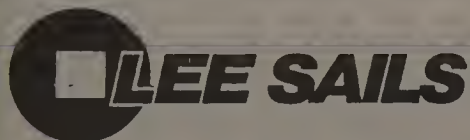
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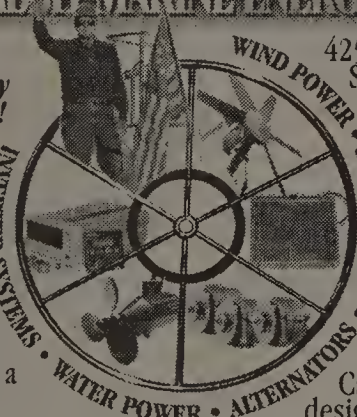


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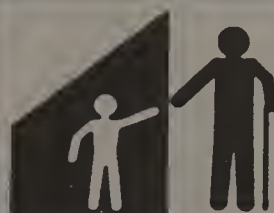
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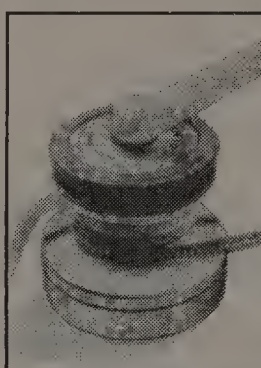
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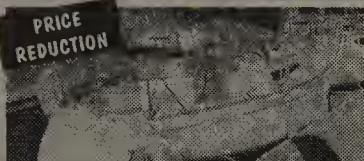
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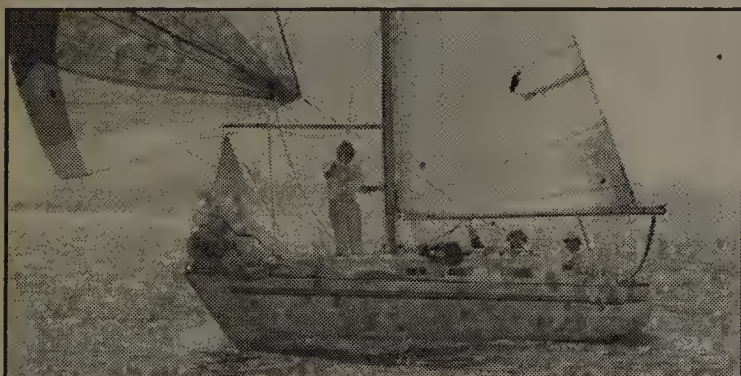


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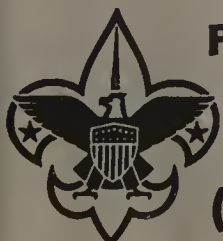
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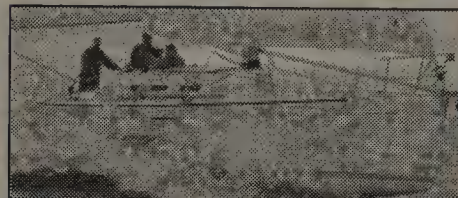
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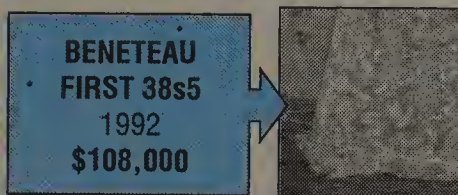


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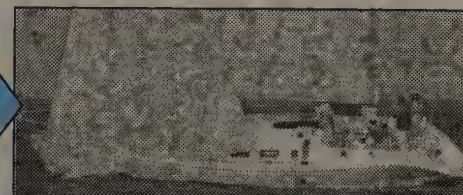


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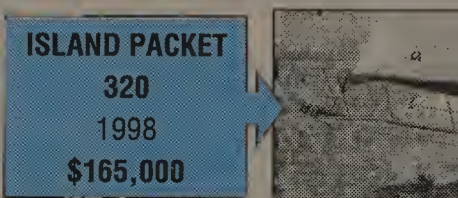


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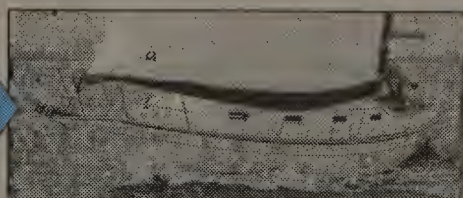


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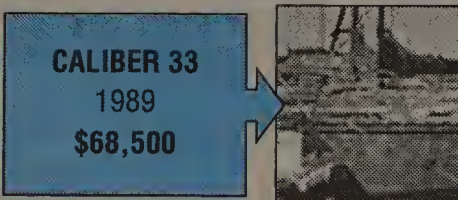
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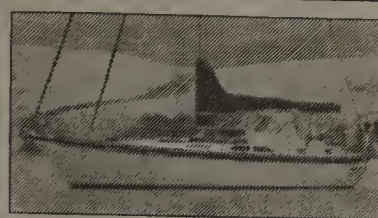
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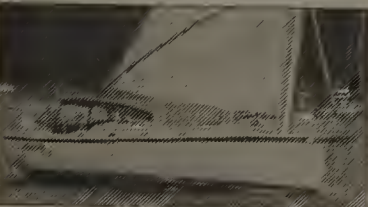
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38' ALAJUELA CUTTER, 1976

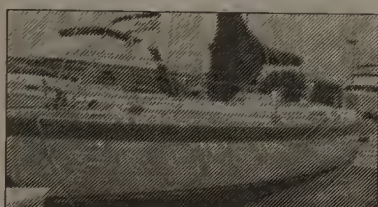
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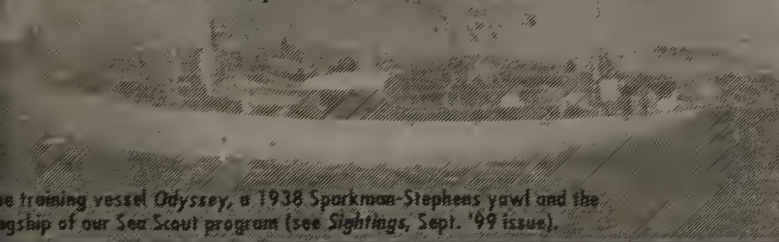
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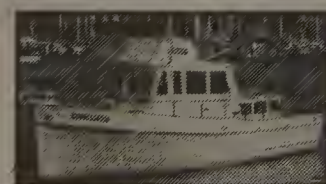
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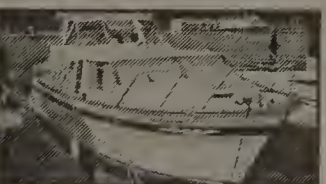
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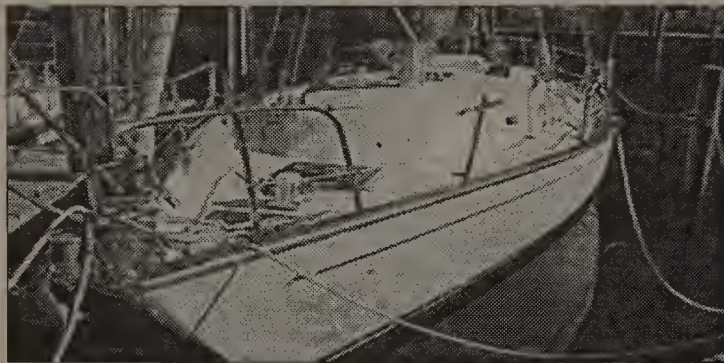
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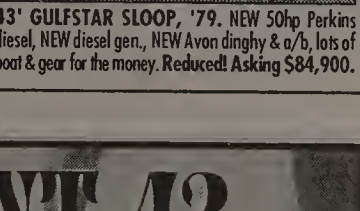
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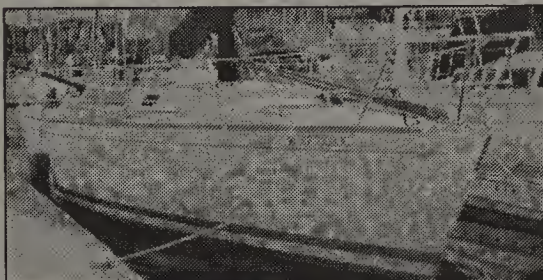
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37' EXPRESS, '86 \$87,500
LOCATED IN ALAMEDA

The Express 37 is a unique combination of racing boat and cruising boat. For this reason there is still a very active one design fleet in the San Francisco Bay Area. Carl Schumacher hit the perfect balance of strong, fast and fun. This Express is better than new and a proven winner, ready to race competitively with the 'Mark II' rudder. All Bay Area fleet upgrades have already been done for competitive performance.



50' HUDSON VENICE, '86 \$289,000

The original owner oversaw the construction of this stunning custom vessel. Extensive updates and meticulous maintenance are apparent.



49' TRANSPAC, '79 \$235,000

Outfitted by a knowledgeable offshore cruiser, no expense spared in assuring the vessel's comfort, functionality and safety at sea.



46' WATERLINE, '99 \$569,000

A beautiful, fast and responsive round bilge steel yacht. These graceful boats have it all – the seaworthiness and safety of steel with performance and speed.



43' BALTIC, '87 \$239,000

This Baltic has won universal praise, both on and off the race course. With a PHRF rating of 57/63, she is equally capable of winning races or doing extensive family cruising.



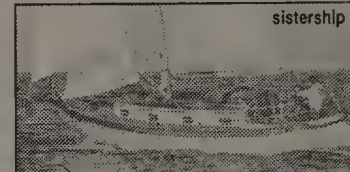
39' BENETEAU OCEANIS 390, '89 \$109,900
Never chartered, she is a rare owner's layout with only two cabins. Located in Mexico for your quick getaway to southern climes.



37' TAYANA, '80 \$74,000
Well-maintained, classic Robert Perry-designed double ender. There are more Tayana 37's out cruising than any other single design.



36' CATALINA, '84 \$54,000
Undoubtedly the most comfortable, best laid out midsize Catalina. Affordable 2-cabin family boat w/good equip. ready for new owner.



30' BABA, '78 \$69,000
This world renowned cruising boat shows professional detail in every system. She's turnkey and a great example of her pedigree.

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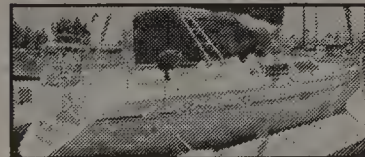
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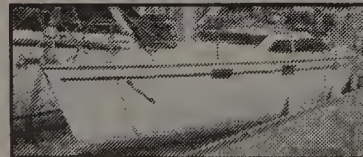
40' BABA 'BRISTOL'
Two large berth staterooms. Fine lines, quality construction. Nice light and bright interior. **\$174,900.**



50' GULFSTAR KETCH
Custom, custom. Many upgrades. Extra fuel, air conditioning. Owner claims \$80,000 in improvements for cruising. Must see. **\$168,000.**



43' HUNTER PASSAGE, 1991
Popular layout. Roller furling, radar, Corian counters, inverter, full cockpit enclosure. A very nice boat. **Asking \$139,000.**



36' HUNTER VISION 1992
Roomiest in her class. Two full cabins. **\$87,900.**
Also: 36' Hunter...\$27,500



38' HANS CHRISTIAN MKII
Cruise equipped in cruising grounds. Loaded with electronics and cruising spares. Excellent vessel **\$125,000.**



42' LANCER AFT COCKPIT
Unique layout with island queen, Pullman staterooms and large quarter berth. Furling, Dutchman flaking, Onan generator. **Reduced \$79,000.**

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REDUCED

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52' IRWIN, 1984

Without question, some of the roomiest accommodations you're going to find on a yacht this size! Never been cruised, has very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in past year). SYH slip. **\$209,000**

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46' SPINDRIFT, 1983 Bristol example of this lovely cruising yacht. Oak blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling headsail and staysail, full batten main with batt car, drifter, sails and running rigging practically new. Sausalito Yacht Harbor slip can transfer. **Reduced to \$199,000**

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SISTERSHIP

38' CATALINA, 1998

The Catalina 380 won *Cruising World* Boat of the Year award (Best Value, Midsize Cruiser) in 1997, and this particular example is loaded and in like-new condition. Oodger, enclosed cockpit, in-mast main, nice electronics, inverter, low hours an engine, and much more. **\$172,000**

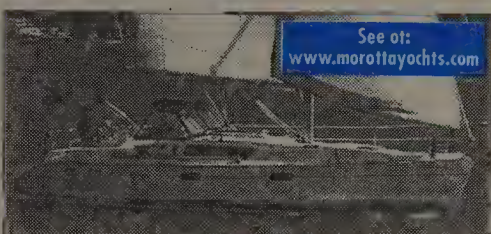
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39' GRAND SOLEIL, 1987

\$300,000 spent upgrading this Swan look-alike. Brand new Yanmar engine; sails/rigging renewed; new B&G instrumentation; most house systems upgraded, much more. See the Web site for full details. **\$135,000**

See at:
www.marottayachts.com



37' HUNTER, 1999

Why the Hunter 376 won a *Cruising World* Boat of the Year Award (Best Value) in 1997? 6'6" headroom; 23 opening and fixed ports, beam-to-beam stateroom aft with queen berth; more usable space below than many 40+ footers. Vessel shows and smells new; must see. **Now \$129,000**

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www.marottayachts.com



50' GULFSTAR, 1977

Much recent work, including resteped and LPU'd masts/booms, reworked Onan 7.5kw gen, new shaft, PSS dripless packing gland, battam painted, etc. Tremendous value, compare to others on market. **Now \$119,000**

NEW LISTING

See at:
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54' AMERICAN MARINE CUSTOM KETCH, 1962

Custom built teak by American Marine (classic Grand Banks builders). She's been carefully refit at regular intervals over the years (most recently '90 & '96, maintenance/cruising logs available), now lying in a Sausalito harbor accommodating liveaboards. **\$119,000**

See at:
www.marottayachts.com



36' NONSUCH, 1987

Stiff, seakindly vessel is a breeze to sail shorthanded, and at home in SF Bay conditions. With new: full-batten sail, running rigging, bottom paint, cockpit cushions and meticulous maintenance, *Fast Lucy* is Bristol. Sausalito YH slip can transfer w/vessel. **Reduced to \$119,000**

REDUCED

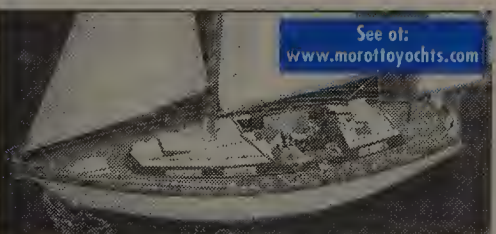
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SISTERSHIP

45' HUNTER, 1986 This vessel is loaded, over \$150,000 in her since '90 and it shows: low hours on Yanmar, full electronics, new electrical, new plumbing, extensive sail inventory, updated mast, boom and rigging and on and on. 6'7" headroom. Prime Sausalito Yacht Harbor slip can transfer. **\$116,000**

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42' DE DOOD/INTERNATIONAL 800, 1967

Built in Germany to highest standards, the interior is beautiful African mahogany — even the cabinets in the head are finished like fine furniture. She shows better than new and still feels tight as a piano, not to mention she sails like a dream! **\$89,000**

See at:
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39' COLUMBIA, 1979

Absolutely Bristol, shows like a 1990's boat! Central air, Onan generator, roller furling jib and main. Bottom just painted, brightwork renewed, replumbed and rewired, new engine. Significant reduction... **\$84,000**

See at:
www.marottayachts.com



35' CHEOY LEE SLOOP, 1979 Robert Perry-designed sloop in very nice shape, extensively rewired, new reefer, interior cushions and curtains redone, Furuno radar, aluminum spar & boom, standing and running rigging redone, practically new main, ProFurl roller furler, refit w/oversize Lewmar winches, Monitor windvane, new dagger, more. **\$59,000**

REDUCED

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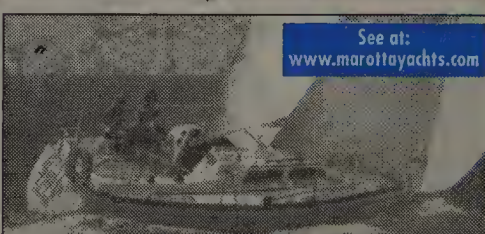
36' WILSON, 1978 This lovely cold-molded sloop turns heads wherever she sails. Diesell engine, keel stepped mast, roller furl jib, wheel steering, teak decks and tasteful new dusky blue ultrasuede leather interior combined with striking joinery work. Priced significantly below recent survey; motivated owner wants offers. **Reduced to \$54,000**

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www.marottayachts.com



34' ATKINS KETCH, 1961 Traditional double-ended ketch was extensively refit in '96 — refastened, recaulked, engine rebuilt, new transmission, new bronze through hulls, new fuel tanks, rewired, new interior, etc. '96 survey (available) noted, "This boat has been meticulously restored/maintained & is in exceptional condition." **\$39,500**

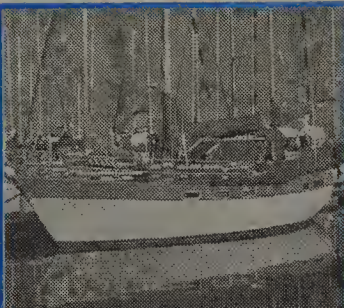
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30' ISLANDER, 1979

Clean and outfitted with the key elements needed for comfort and convenience: diesel engine, roller furling, jib, wheel steering and substantial dodger. Transferrable Sausalito Yacht Harbor slip. **Now \$26,000**

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43' WAUQUIEZ AMPHITRITE, '86.
She's completely equipped and also shows well. Exceptional offshore cruiser. \$149,500. Also 1982 \$159,000.

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50' GULFSTARS. Great cruisers. 3 available. '78 Asking \$130,000; '77 Asking \$119,000. Ctr cockpit, aft cabin. Perkins 4-154. '77 Asking \$168,000.



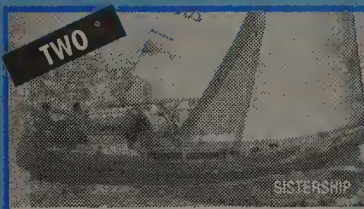
36' PAC SEACRAFT MARIAH 1979/80. Pristine cond. Equipped for cruising w/Autopilot. SSB/Ham. Radar, Inverter. Full battened main. \$80,000.



46' Spindrift 1983. Powerful cutter. Meticulously maintained. Dark Blue hull. Teak decks. Beautiful inside and out. Well equipped. Asking \$195,000.



33' HUNTER 1996. Like New condition. Furling jib. Full Battened main. Yanmar diesel with low hours. Motivated seller moving up! Asking \$79,000.



CATALINA 34. One owner, great condition. New radar, new refrg. AP. New full battened main. Harken R.F., self tailing winches, varnished int., nice Sausalito slip, new elec. head. \$55,000. Also: '86: \$56k



46' KELLY PETERSON, '83 Ctr Cockpit Cutter. Built by Queen Lang. Bluewater cruiser. \$199,500. 1986: \$235,000 & 1981: \$235,000. Also: 46' PETERSON/FORMOSA, '81, \$139,500; Vessel is cruise ready.



43' HANS CHRISTIAN Traditional Ketch, 1982. Rebuilt Isuzu engine, reverse cycle, AC/heat, autopilot, radar, GPS, scuba compressor. \$179,000.



56' FORMOSA WILLIAM GARDEN DESIGN 1983. No teak decks, beautiful large interior, 2 Master Stote Rooms, new quarters. \$280,000.

SAIL				POWER				
61' C&C	'72	340,000	38' CATALINA	'79	44,500	27' O'DAY	'78	11,900
57' BERMUDA KETCH	'75	79,000	38' PANDORA	'83	145,000	27' CATALINA	'73	9,500
56' FORMOSA MT	'83	280,000	38' INGRID	'81	74,000	27' NEWPORT	'81	13,900
54' CT	'74	187,000	38' MORGAN	'78	59,500	26' LYLE HESS	'90	45,000
51' BENETEAU	'87	125,000	37' HUNTER	'85	49,950	26' OAWSON	'76	8,000
50' NUNES	'56	175,000	365 PEARSON	3 from	40,000			
50' GULFSTAR M	3 from	114,000	36' HUNTER	'80	31,900	105' BURMESTER	'53	1.5M
50' KETTENBURG	'63	80,000	36' ISLANDER	'74	25,000	57' KONG & HALVERSON	'85	395,000
50' HUOSON	'86	139,500	36' ISLANDER ARC	'79	37,500	52' LIBERTYSHIP	'60	180,000
48' C&C LE	'80	159,000	36' CHEOY LEE	'70	28,900	46' CHRIS CRAFT	2 from	89,000
47' OLYMPIC SO	'78	145,000	35' C&C III	'83	49,000	45' CARVER	'00	475,000
47' NORTHWIND	'85	275,000	35' CHEOY LEE	'79	65,000	45' PICCHOTTI	'70	75,000
46' SPINDRIFT	'83	195,000	35' TRADEWINDS	'84	88,000	43' EGG HARBOR	'67	74,900
46' PEARSON/FORMOSA	'81	139,500	35' CHRIS CRAFT	2 from	35,000	42' UNIFLITE	'61/'87	89,900
46' KELLY PETERSON	2 from	199,500	35' RAFIKI	'80	59,000	42' CHRIS CRAFT	'69	59,500
45' BOMBAY EXPLOR	'78	49,000	34' CATALINA	2from	55,000	40' OWENS	'64	26,000
44' BENETEAU 440	3 from	157,990	34' PEARSON	'84	59,000	38' CHRIS CRAFT	'69	37,500
44' PETERSON	'81	135,000	33' HUNTER	'96	79,000	38' MATTHEWS	'39	69,500
44' BENETEAU 445	3 from	145,000	33' CSK	'65	30,000	38' MEOITERREAN	'98	199,000
43' WAUQUIEZ	'86	149,500	33' CHEOY LEE KT	'75	36,500	35' CHRIS CRAFT	'68	48,500
43' SWAN PJ	'69	79,900	32' HERRESHOFF	'88	45,000	34' CHB	'72	59,900
43' HANS CHRISTIAN	'82	179,000	32' WESTSAIL	3 from	42,500	34' UNIFLITE	2 from	35,000
43' SPINDRIFT PH	3 from	95,000	32' VALIANT	'77	35,000	34' SEA RAY	'85	56,900
43' GULFSTAR ?	'78	79,000	30' HUNTER	'91	49,900	34' BAYLINER	'97	74,500
43' SERENDIPITY	'81	86,500	30' RAWSON	'65	14,000	33' AMERICAN MARINE	'73	69,900
43' ENDEAVOR	'81	185,000	30' CAL	'69	15,000	33' JEFFRIES	'52	39,000
42' CHALLENGER	'75	69,950	29' C&C	'86	26,000	32' TOLLY CRAFT	'64	26,500
42' LU-KAT	'00	299,000	29' COLUMBIA 8.7	'77	13,500	32' GRAND BANKS	'73	49,000
42' S&S	'70	67,500	28' LYLE HESS	'95	145,000	31' UNIFLITE	'77	39,900
42' MORGAN	'71	60,000	28' CAL	'64	8,000	31' UNIFLITE	'71	22,000
41' CT	'71	50,000	28' TRADEWINDS	'67	24,500	28' PENN YAN	'80	27,000
41' ISLANDER F/PORT	'76	84,500	28' ISLANDER	'78	25,000	27' REGAL VENTURE	'94	27,000
41' JEANNEAU	'86	110,000	28' JENSON	'60	22,000	27' GRADY WHITE	'98	85,000
40' BREWER	'88	139,900	28' HUNTER	'96	44,000	25' SKIPJACK	'84	21,000
			27' SEA SPRITE	'81	25,000	22' GRADY WHITE	'88	28,000
						21' SPORTFISHER	'74	8,750
						17' BOSTON WHALER	'96	15,900



LYLE HESS 28s. Two Lyle Hess-designed small and capable cruisers: 28', '95, \$145,000; 26', '90, \$45,000.



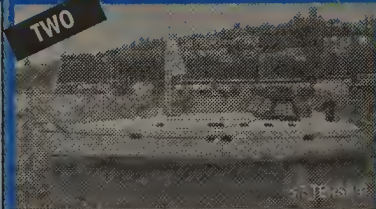
43' SPINDRIFTS. Two available. '79, \$95,000, '81, \$119,500, and '81, \$149,000. Cutter rigged. Inside/outside steering. Great world cruisers.



38' INGRID. Full keel double ender. Windvane, radar, GPS, refrigeration, EPIRB, liferaft, dagger, sextant. \$74,000.



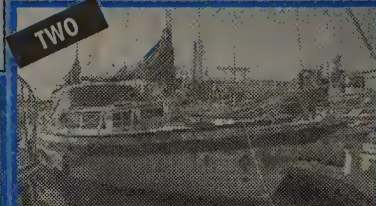
33' LEE CHOY CUTTER 1975. Perkins diesel with low hours. Furling boom. Steering rebuilt. \$36,500.



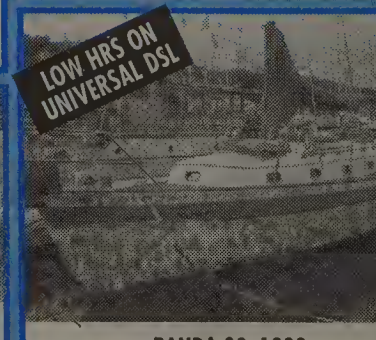
2 BENETEAU 44's 1994 / \$167,990. 1995 / 445 asking \$145,000.
Beautiful aft cockpit cruisers.



40' THREE SEAS 1988. Ted Brewer design. Very high quality cruising pilothouse yacht. Loaded and ready to go again! Radar, Weather fax, SSB, Autopilot, GPS. Volvo diesels. All Hoad sails. \$139,000.



41' ISLANDER FREEPORT, '76. Just completely detailed inside and out. New varnish. Great condition. Fantastic liveaboard. New dinghy. \$84,500.



PANDA 38, 1983.

Bojo Ho-Ho veteran. Beautiful interior layout fully equipped for cruising: AP, radar, GPS to liferaft, 406 EPIRB, dinghy, OB, much more. Asking \$145,000

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50 GULFSTAR



CENTER COCKPIT ketch w/ aft master stmn. Wheel, dodger, bimini, dsl, genset, full galley, 2 heads, shower, heater, AP, radar, more, great cruiser. Asking \$119,000/Offers.

CAL 40



40' CAL SLOOP performance cruiser. 11 bags sails, spin, low hrs Yanmar diesel, cabin heat, radar, GPS, more! See her, you'll like her. Asking \$44,000.

BURMA TEAK MOTORSAILER



TRADEWINDS 33' Motorsailer. Copper riveted teak, dsl, genset, canvas enclosures, full galley, sparkling varnish. Kismet is a STUNNING BEAUTY & a great cruiser! \$47,500.

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58' LOA, 43' LOD ALDEN SCHOONER & CHARTER BUSINESS at Lake Tahoe. Classic '31 dsl, teak decks & more. Great opportunity! Asking \$55,000.



42' CLASSIC OLYMPIC Tri-cabin Express Cruiser. Twin dsls (140 hrs rpt'd since majored). Very desirable & much loved PNW sweetheart. Asking \$65,000.



36' ISLANDER. One of the most popular sail vessels ever built, they've done a lot of cruising. Roller furl, wh, spinnaker, dsl w/ -600 hrs reported, shower, press water, GPS, more. \$36,000.



30' CATALINA. One of our favorite builders. Great mix of performance & comfort. Full galley, dsl, wheel steering, dinghy, radar, platter, 2 GPS, more. \$26,500.

POWER & ROBUST



61' STEEL TUG. Recently repowered and refit, broad-shouldered, well equipped and quite liveable. 610 hp Cat and genset. Try \$55,000.



50' STEPHENS FLUSH DECK MY w/ flybridge, PH, AFT STATEROOM. Twin GMC 671 dsls, 12kw genset. Launched '65. 2 heads & shower. Asking \$115,000.

SAIL

66' STA'S L SCHOONER/BOEING SCHOONER, 1934. Rebuild just completed. Some refit left. Dsl 150,000/offers

55' LESTER STONE Classic Yawl, 1910, dsl, lots equip., great cruiser Ask 44,000

51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT ... Ask 97,500

51' CHEOY LEE, center cockpit sloop w/ hard dodger, copper fastened, dsl, more. Some restoration required Ask 65,000

50' FORCE 50 P/H Ketch Ask 95,000

48' KETCH, Gaff, roomy, F/C, ... 87,500

46' KELLY-PETERSON CTR COCKPIT CUTTER. An outstanding & wonderfully equipped world cruiser 199,500/offers

45' BOMBAY EXPLORER CUTTER, dsl, furl, staysail, & more Asking 50,000

43' OUTCHSTEEL PH KETCH, dsl, dual helms, lots done, some more to do \$9,000

42' S&S Sloop, dsl, glass 59,500/offers

41' CORONADO, dsl nice 40,000

36' CROCKER/LAWLEY sloop, dsl, 14,500

36' ATKIN STAYSAILED SCHNR, 30' LOA, heavily F/G sheathed, furling, dink w/ ab and more! BARGAIN 7,000

36' CLASSIC KETCH, Crocker style, diesel, a beauty with teak decks 35,000/offers

35' HALBERG-RASSY H-35, Swedish-built, mahog, bronze, new dsl, AP, ++16,500

34' NICHOLS cruising sloop, 1/8 ... 12,000

33' INTERNATIONAL ONE DESIGN, classic Norwegian racing sloop Ask 3,000

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32' WESTSAIL, dsl, loaded cruiser, SUPER CLEAN FACTORY BOAT. Asking 50,000

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32' ERICSON sloop, wheel, 1/8 23,000

30' GARDEN Bristol Channel Ctr 11,500

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30' MORGAN 30-2, performance cruising sloop, 1/8, very clean 22,000

30' SPIOSGATTER, She sparkles! 40,000

30' HURRICANE Classic Sloop, Yanmar dsl, nice local girl! 7,500

28' SLABBY LARSON Danish cruising sloop, classic, dsl, beautiful Ask 22,000

28' H-28 HERESHOFF Ketch, dsl 16,500

28' ISLANDER Bahama sloop, dsl, many sails incl. spinnaker Asking 12,000

27' OUTCH M/S, PH, dsl, loaded 42,000

27' ERICSON sloop, very clean! 16,000

27' SOLING SLOOP w/trlr 3,000

25' GAFF CUTTER dory, 0/8, salty 3,900

65' YACHT Conv. Seiner, loaded ... 125,000

61' STEEL TUG, 610hp Cat dsl, looks great, lots of recent upgrades Try 55,000

60' CUSTOM F/C, liveaboard cruiser in SILICON VALLEY Ask 115,000

42' REGAL COMMODORE 400 ... 115,000

42' SUNNIFORD FB, aft stateroom, sedan cruiser, dsl, loaded, very high quality, genset, 2 heads ++ 142,000

41' MATTHEWS CLASSIC, 1952 Flybridge cruiser. Twins, full galley, shower, 2 heads & more. Nice, well laid-out boat w/ MUCH CHARM Asking 24,950

40' CHRIS CRAFT AFT CABIN FLYBRIDGE w/enclosure. Beautiful boat. Some work needed 25,000/offers

39' PACEMAKER AFT CABIN m/y, super clean & equipped Ask 35,000

38' CHRIS CONNIE, fresh twins, ... 18,000

38' CHRIS CRAFT 'CONNIE', AFT CABIN, twins, radar, full galley, genset, 2 heads, shower & more. CLEAN! ... Ask 34,500

38' TOLLYCRAFT sedan trawler w/twin turbo diesels, F8, quality \$9,500

36' STEPHENS, 1936 classic sedan, twins, sharp ext. same int. work 22,500

35' CHRIS Exp. Cruiser, twins, ++ ... 15,250

35' CHRIS CRAFT Exp., twins, c/n 15,200

34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500

34' JEFFRIES SPORT CRUISER. Twin 455s, gorgeous! New refit ... only 39,000/bo

32' TROJAN Express, twins 12,500

32' LUHR'S S.F., twins, radar 7,500

29' TOLLYCRAFT, twins, bargain! 7,900

28' FIBERFORM F8 SED, twins ... 20,000

28' BAYLINER Sunridge, '80, V818,500

28' CARVER, nice/roomy, 0/0 ... 12,950

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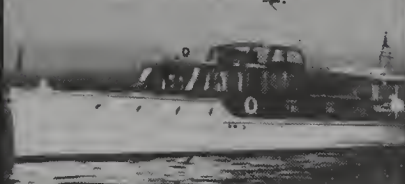
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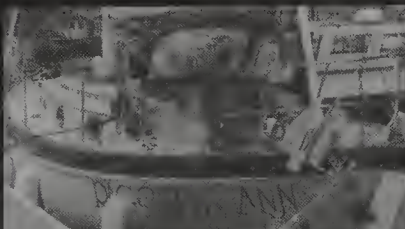
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